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NEW GREAT NORTHERN STEEL ELEVATOR AT W. SUPERIOR.

BY D. E. W.

There is now just completed at the city of West Superior what is not only the largest and most costly, but one of the most advanced grain elevators in the world. That it is of steel is not remarkable, for steel for grain elevators has been used for several years, but rather its enormous size; for it is of 3,100,000 bushels' capacity, can handle grain more rapidly than anything ever erected, is filled with new mechanical contrivances and adaptations, and it is driven from garner to boot by electricity.

This house is a part of the system that is being built by Jas. J. Hill, of the Great Northern Railroad, whose originality in conception, boldness in execution and knowledge of detail are a marvel even to "the men that do things." Some fourteen years ago Mr. Hill built his first terminal elevator at the head of Lake Superior at the eastern end of his wheat-carrying lines of road. Wood was then the exclusive material for construction; nothing else had been thought of, and wood he used; but in a house larger and more complete than anything until then built. This house had room to store 1,750,000 bushels, and was wonderfully rapid in handling receipts and in shipping cargoes. Soon after he added to this house 1,500,000 bushels of storage room, also of wood. Then he built a

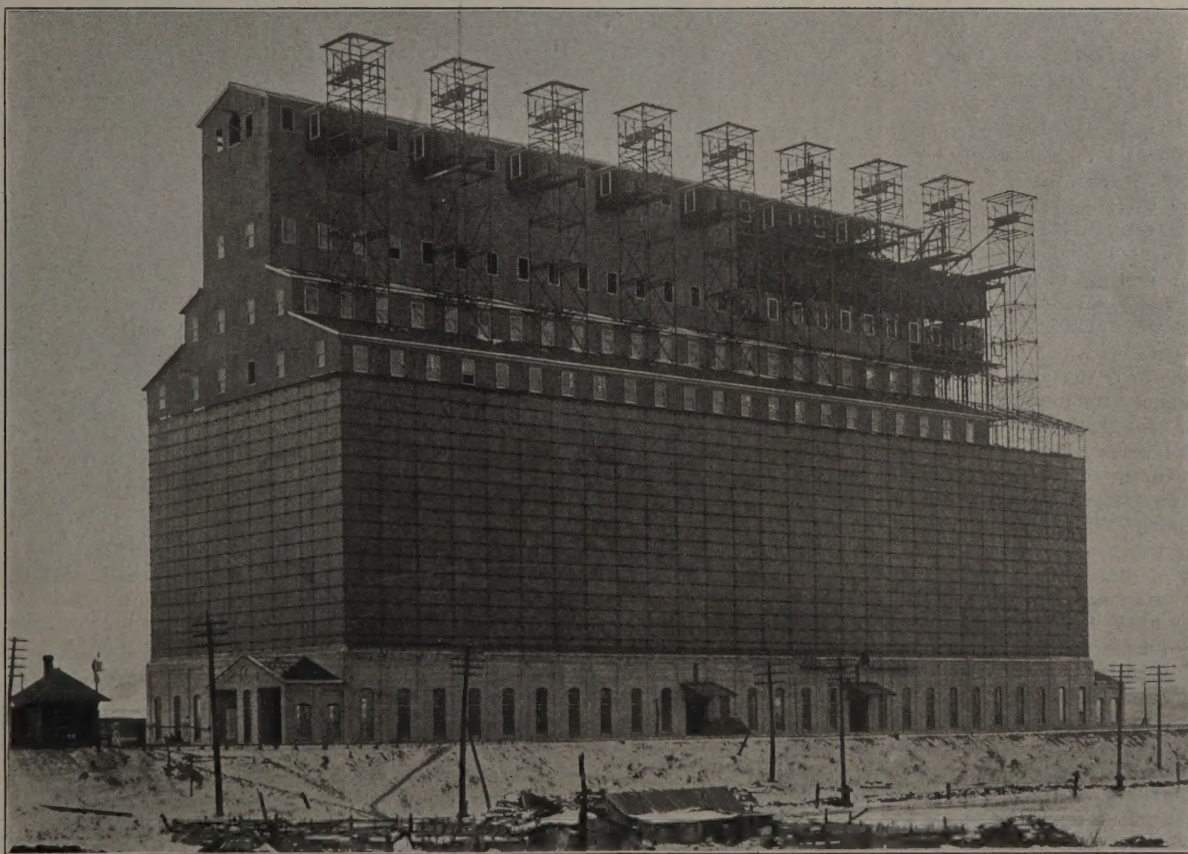
line of steel lake freighters, thus practically extending his Great Northern Road to Buffalo, or as far East as possible. There he ran against an elevator pool that levied what he considered an exorbitant toll on all grain handled at the port. Independence was requisite; and he built at Buffalo a great elevator. Steel was suggested, and Mr. Hill, quick to

poured toward the lakes over the new road. The new elevator to catch and hold this additional stream of grain was planned in 1899, and its erection was begun immediately. It was so far finished that it began receiving wheat in April last; but it will not be entirely completed for several months—probably not much before the commence-

ment of the movement of the crop year of 1901.

This house is 367.33 feet long by 124.33 feet wide, and is 251.5 high. It consists of nine duplicate sections, each 13.5 feet deep, with a width equal to that of the structure itself. It is built entirely of steel and weighs when filled with wheat, 104,000 tons. Its cost has been about \$1,000,000; and gives to the Great Northern system a terminal storage capacity of 6,350,000 bushels at the head of the lakes.

This elevator consists essentially of the usual elements, to wit, a storage house below and a cupola above, containing the elevating, cleaning and transferring machinery. Its



GREAT NORTHERN STEEL ELEVATOR AT WEST SUPERIOR, WIS., JUST PRIOR TO COMPLETION.

grasp new ideas, built his house of steel. It has thirty large tanks and many smaller ones, surrounded by a brick wall and surmounted by a steel roof, and has a storage capacity for 2,300,000 bushels.

Finally came the need for added capacity at the head of the lakes. The Great Northern had constructed a line from Lake Superior directly west, cutting off a long detour and making its transcontinental and wheat lines tributary to the lakes instead of to the Mississippi River. Floods of grain

distinctive features are the square steel bins, 85 feet deep, with hopper bottoms of pressed steel, rectangular at top and running to a cone at the center, the whole supported at 40 feet above the ground on steel columns. It has an elaborate system of transferring and elevating appliances, and the usual cleaning methods. Other features are the system by which the whole house can be maintained at any operation without closing any other part; the movable shovels

for unloading cars, by means of which cars to be unloaded need not be carefully placed before the automatic shovels, but the shovels are "spotted" to the cars; the return to the stationary spout system; and the application of electricity to all machinery drives.

This elevator is located on the Superior side of the harbor of Duluth-Superior, on a slip a quarter of a mile long, with vessel berths having 20 feet of water, and at the end of railway yards of capacity for 1,200 cars. Two tracks run through the house, and at the end of the yard is an 80-foot transfer table feeding twelve tracks. The yard for this house alone will store 160 cars of grain.

When wheat is brought into the elevator by cars, of which nine can be pulled in by a grip cable at one time, it is pushed by the automatic shovels before mentioned out of the car to a grating over one of nine receiving hoppers. From these receiving hoppers the grain is elevated to the top of the house, the head of each elevator leg running in one of the nine steel towers shown in the first page illustration. As it empties from the elevator, the grain is spouted direct across the top of the building into the garners, whence it falls into the scales. From the scales it drops through a swinging turn-head into any one of numerous bins or upon a belt conveyor, by which it is handled longitudinally through the building. If the grain is to be cleaned it is spouted to one of the thirty-two No. 9 Special Monitor Separators, built by the Huntley Manufacturing Company, and located on the ground floor, whence it returns again to the top of the house and is spouted into its bin. If to be shipped it is sent a second time to the scales and thence to the shipping bins, each of which has capacity sufficient to load a ship with 160,000 bushels. All screenings from the cleaners are run from the separator to a belt in the basement and then elevated and binned.

For the foundations of this house 4,600 piles, each 40 feet long by 14 inches diameter at top were driven by water jet and hammer to refusal, and each was then capped by a heavy timberhead. On clusters of these piles timber grillage was set, and concrete pedestals of Portland cement erected. Into the concrete iron rods were laid to make the mass still more secure, and on these rest the five-ton steel columns supporting the structure, each on its 1,000-pound base of cast iron. Along the entire length of the receiving side of the house are pits for the receiving hoppers, each 20 feet wide and extending in a practically continuous line the entire length of the building. These pits are of concrete, with sheet pile coffer dams, and contain the boots of the receiving elevator legs.

Above this foundation story, which is eleven feet high, is the main floor. It is thirty-two feet high to the bottoms of the bins. On this floor are two parallel railway tracks, passing above the row of receiving hoppers. The hoppers are each 35 feet long, and are covered with the customary steel grating, and nine cars of any length can be unloaded at once without uncoupling. To add to dispatch in unloading there are eighteen automatic shovels, one for each car, each set of nine being so placed on a hanging track that each shovel can be spotted to any one of the cars along its own track. The shovels are easily and quickly spotted by an automatic grip to the front of each car door. Each line of nine shovels is run by two sets of rope drives; and great ingenuity has been shown in handling this rope through the several shovels and their pulleys. This shovel system and its unique elaboration is one of the most interesting features connected with the house. It was put in upon the advice of the superintendent, without prior test anywhere, though each shovel represents a cost of several thousand dollars.

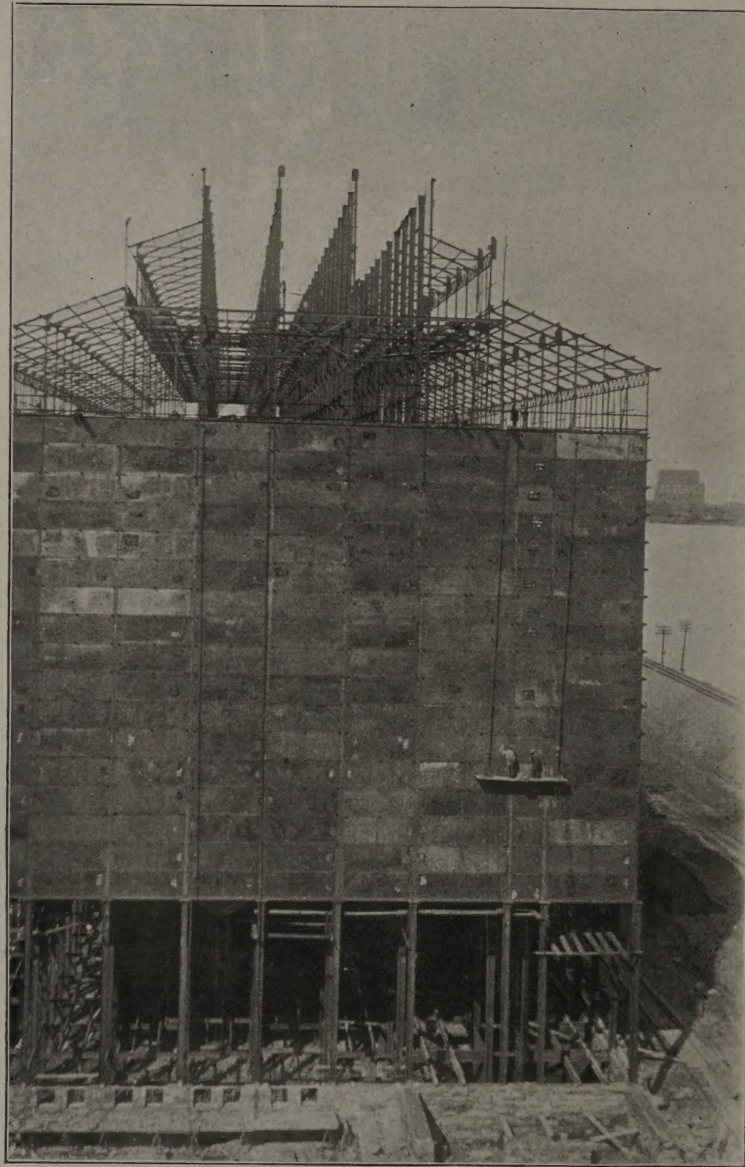
On the water side of this floor is the cleaning machinery, consisting of eight groups of four machines each. These machines will clean and grade in one continuous operation. It is from its cleaning machinery that a modern terminal elevator makes its money, for the returns from the mere charge for elevating, weighing and storage are small nowadays. The profit in an elevator must be gotten to as large an extent as possible from the grain it is able to save out of the dirt dockage estimated by

the state inspection officer examining the car. For this reason a perfect system of cleaning machinery is of the utmost importance to the elevator operators.

Above the main floor rise the bins, 607 in all, rectangular in shape, 85 feet deep, and varying in section from 16.9x13.5 feet to 6.75x4.5 feet. The larger bins hold 15,500 bushels each, and the smaller ones 2,000 bushels each. It is necessary to have many bins and small ones in order that the legal grades and what is called special-bin wheat may be kept separate. The plates forming these bins are in seventeen courses of five feet each, the two lower courses being of 5-16 inch steel; the next four, $\frac{1}{4}$ inch, and the rest 3-16 inch. On each side of each bin is a perpendicular Z-bar, to give added

Through one bin is a spiral stairway and a passenger elevator, electrically driven. It has a lift of 209 feet and can carry 2,000 pounds. One run of the stairway is from the ground to above the top of the bins, 128 feet. Above the bins is the bin floor, and above it to the roof are the spout, scale and machinery floors in the order named. The roof is 251.5 feet above the foundations.

On the top, or machinery floor, are the motors for driving the receiving and cleaning legs, of which there are nine each. The scale floor next below is 35 feet high and contains eighteen scales. They are of the largest size in use, each having a capacity for weighing 2,000 bushels of oats or 1,600 bushels of wheat at a single draft. Their levers are sixteen feet long, and they have recording attach-



STRUCTURAL WORK OF THE GREAT NORTHERN STEEL ELEVATOR AT W. SUPERIOR.

strength, and at the center of each course tie bars 5.5 inches by 7-16 inch cross the bin from side to side. Each corner of each bin is strengthened from bottom to top by angle irons, which are at the bottom 8x8 inches, running to half that size at the top, thus making a heavy riveted beam in each interior corner through the house. Among the novel features of these bins is a series of horizontal angles formed by bending in the flanges of alternate plates. This is designed to assist the grain in making an arch and thus take off part of the load and distribute it more equally. Each bin has a hopper bottom, consisting of four flat plates and four pressed in such shape that the hopper, starting from a rectangle, ends as a cone. A strong back of bent plate is set near the base of the cone to assist in making an arch for grain and in supporting the tremendous weight of grain converging at the base of the bin.

The elevator legs are carried up through the bins, surrounded by $\frac{1}{4}$ -inch buckle plate.

ments. Below the scales are the turnheads, each of which can be directed to some 24 spouts. By means of an ingenious register a man on either the spout or machinery floors can raise and place the turnheads at any desired spout and corresponding bin without leaving the floor. Along the sides of the spout floor and extending the full length of the structure are two endless belts, each 40 inches wide and traveling at the rate of 1,000 feet per minute, and each transferring 16,000 bushels of grain per hour.

The power distribution throughout the elevator is entirely electric by the use of 3-phase, 440-volt, alternating-current dynamos. The current is generated in a central station outside, and is distributed to all the houses of the system, to wit, elevators "A" and "X" and this new steel house, which is to be denominated as elevator "S." The motors are as follows: For the cable for pulling cars into the building, one 100-horsepower; for operating the receiving and shipping legs, eighteen 75-horsepower;

for the cleaners, shovels and fans, eight 50-horsepower; for the conveyors, two 25-horsepower; for the transfer table, one 20-horsepower; for the cleaner legs and passenger elevator, ten 15-horsepower, and for conveyor, one 7.5-horsepower; in all, forty-two motors of 2,107.5 indicated horsepower. There is a switchboard in the superintendent's office, and each motor has its starting switch near the machine it drives.

There are in the building 10,000 tons of steel, all soft open hearth, equal to 500 car-loads. This was all punched, sheared and riveted at Pittsburg, and all went together without disclosing an error of any moment. There were 10,000,000 rivet holes. There are 400 tons of sheet steel and small angles. Of rivets 2,000,000 were shop driven in erection by machine, and half as many by hand. The ten miles of steel spouts were made on the ground, and placing them in correct position was one of the great problems of the work. The elevator has a local telephone system, a complete electric lighting plant, and the necessary offices for state inspection and weighing and private officials of the elevator.

The elevator is so nearly fireproof that no insurance will be carried on the structure itself, and it is probable that the company will itself absorb the nominal charge for insurance on its contents. The insurance men have made a rate of 50 cents per \$100 on the building. It is fitted with automatic sprinkler systems, one in the upper part of the building and another that will make a complete curtain of water surrounding the main structure. For this there is a space about six inches wide outside the outer bins and between their walls and the galvanized iron covering. Around the top of this space are perforated pipes that will be able to discharge such a volume of water that an unbroken water curtain can be formed around the building from the main eaves down to the brick wall that protects the lower story. This protection is not alone for fire but to guard against excessive heat that might possibly injure grain lying in store against the outer walls. In the engine house are three pumps, of a capacity of 2,500 gallons per minute, all of which will be ready for instant use. The larger, a Buffalo of 1,500 gallons, is automatically set to commence pumping at the release of any one of the sprinkler heads in the elevator system. These pumps not only protect the elevators but also the great flour sheds of the railroad company, standing across the slip. The design for a water, or vapor, curtain surrounding the house inside the outer galvanized iron, is expected to be of the utmost importance in case of fire. It is expected that when water is poured from the perforated pipes at the upper line of this double skin against the inside surface of a heated sheet of steel, it will tend to vaporize and form a protective curtain that will be even more difficult for heat to penetrate than would a solid sheet of water itself. This double skin will also form an air draft for removing the heat gathered from the sun's rays, which might possibly injure grain next the walls. The floors not of steel plate are of wood lined by asbestos, and the only other wood in the interior construction is in the frames of the cleaners, an insignificant quantity, hardly enough if all piled and fired together to heat a single column.

The handling capacity of this elevator is enormous. It will receive 500 to 600 carloads per day, giving an average of 800 bushels to the car. It will clean and grade 12,200 bushels per hour, and it can ship 300,000 bushels per hour through its sixteen marine loading spouts. Its shipping bins will each hold 160,000 bushels.

The contract for this house was let in March, 1899, to the Riter-Conley Manufacturing Company of Pittsburg. A coal dock and 15,000 tons of coal were removed from the site in April, and the contract for the foundations was let. This required the removal of 23,000 yards of loam, which work was started in May; but the completion of the house was delayed nearly a year by the congestion of the steel markets in 1900.

Cars are handled in the elevator with an endless 1.24-inch steel cable 3,000 feet long, drawn by a

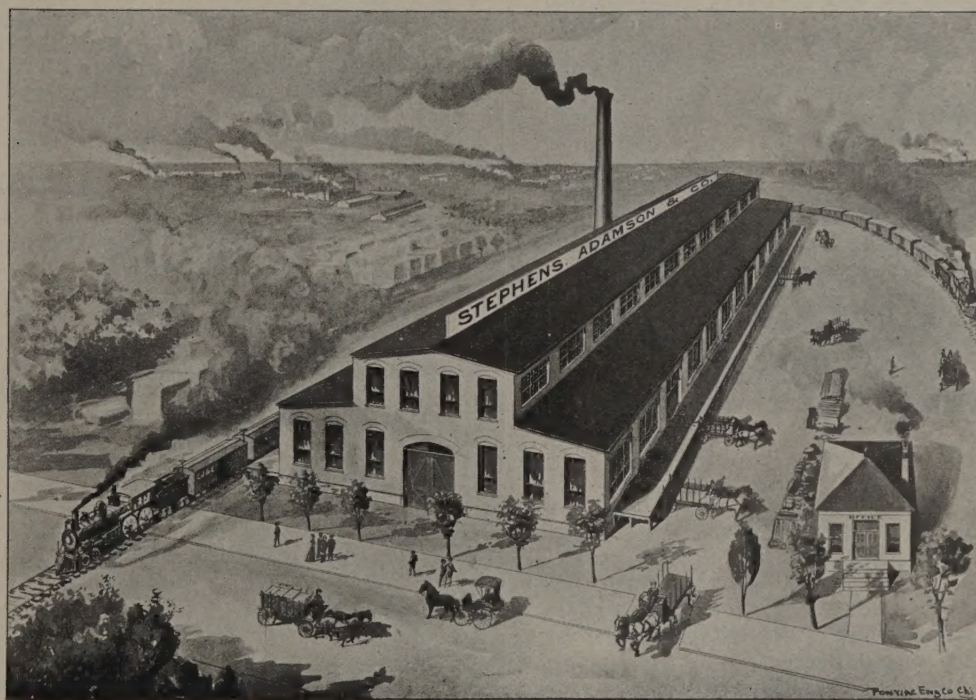
100-horsepower motor geared to a 96-inch sheave. The cars are attached by hand grip to the cable and locomotives will not enter the structure.

The machinery, pulleys, sheaves, gears, shafting, etc., were furnished by the Webster Manufacturing Company of Chicago; the car haul by the St. Paul Foundry Company; the transfer table by the American Bridge Company; the steel was erected by the Kelley-Atkinson Construction Company of Chicago, who also built on the site and erected the steel spouts. The scales (eighteen sets, of 120,000 pounds' weighing capacity at a single draft) were furnished by Fairbanks, Morse & Co. of Chicago; the cleaning machinery by the Huntley Manufacturing Company of Silver Creek, N. Y., and the electrical equipment by the Westinghouse Electric Company. The designing and engineering were under the authority of J. F. Stevens, chief engineer of the Great Northern Road, and was almost wholly the creation of A. D. Bellinger, superintendent of elevators, who several years ago sketched the original plans from which the structure was finally built. The specifications and details were approved by Mr. Bellinger. The drafting work was carried out under the general supervision of Max

the lease of the site to and the agreement with Mr. Connors of Buffalo. This may or may not be an easy matter. Then the Montreal people will have to agree on what they really want and then build. It is not likely the new elevators will handle much of the crop of 1901, judging from present conditions.

WORKS OF STEPHENS, ADAMSON & CO. AT AURORA, ILL.

The firm of Stephens, Adamson & Co. was formed some months ago for the purpose of manufacturing grain elevator machinery and power transmitting appliances, the firm being composed of W. W. Stephens, formerly vice-president of the Webster Manufacturing Company; F. G. Adamson, formerly secretary and treasurer of the John S. Metcalf Company, and Wm. E. Bee, who for several years was assistant superintendent of the Webster Manufacturing Company. In deciding to locate their new plant in Aurora, they were attracted by the exceptional shipping facilities offered at that point, these works being situated between the C., B. & Q. and the E., J. & E. The former road, with its four



NEW MACHINE SHOPS OF STEPHENS, ADAMSON & CO., AURORA, ILL.

Toltz, mechanical engineer; Russell H. Folwell, assistant engineer, having charge of the plans and specifications. Some of the machinery was designed by Mr. Bellinger and was put in under his direction.

THE MONTREAL ELEVATORS.

The Dominion government has finally "cut the knot" that has interested Montreal, and incidentally a great many spectators, and agreed to advance \$3,000,000 in 3 per cents to the Board of Harbor Commissioners, with which it is expected that body will now go ahead and put an end to the anxiety of the grain trade there by building one or more elevators. Several offers were made to the commissioners. In addition to that by Mr. Wolvin of Duluth and the Canada Atlantic Railway Company, previously mentioned in these columns, J. A. Jamieson of Montreal offered to build the elevators. Mr. Jamieson has built several large and successful terminal elevators in Canada, and is familiar with the requirements of the port. Mr. H. M. Bennett of the Calumet Grain Elevator Company of Chicago also made the commissioners a proposition. All of these offers, however, were based on a subsidy to be given in some form by the Harbor Board, which the Ottawa government specifically disapproved of in the case of Mr. Wolvin, whose proposition was the only one officially before the ministry.

It now remains, first, to get rid of the debris of

great branches, affords an outlet to all points in the West, Southwest and Northwest, while the E., J. & E. Ry., better known as the "Chicago Outer Belt Line," connects with all roads running out of Chicago. This combination of shipping and receiving facilities is unsurpassed by any manufacturing suburb of Chicago.

The firm of Stephens, Adamson & Co. owns three and one-fourth acres of ground in the best manufacturing part of the city of Aurora, and has erected thereon the machine shop shown in the accompanying picture. The machine tools installed are the very best made in this country for producing the line of goods manufactured, and include such machines as boring mills, shafting lathes, turret machines, key seaters, milling machines, lathes, drill presses, sheet metal tools, etc.

The company makes a specialty of furnishing complete outfits for grain elevators and a general line of machinery and supplies as used in this class of work. The firm's facilities for furnishing Manila rope transmission machinery, including sheaves, tension carriages, etc., are of the very best.

All machinery is subjected to the most rigid inspection before leaving the works and is of the highest class, as none of the members of the firm believe in cheap work of any sort.

It is said that the earliest wheat harvest in the vicinity of Wichita was in 1878, when the farmers began cutting on May 20.

PHILO B. MILES.

Peoria has reached the dignity of the second most important grain market of Illinois. This is due not only to the city's immense importance as a consumer of corn, but to its admirable receiving and shipping facilities. The success of the market is also attributable in no small part to the high character of her commission houses, which are admirably managed for the benefit of the shippers to Peoria, whose interests are carefully conserved. Quite a number of brilliant operators on 'Change in Chicago have had their training in Peoria, and then forsaken her; but in spite of these heavy drafts on her talent, Peoria has been fortunate in keeping at home not a few of her own young men,



PHILO B. MILES.

who now compose a board of trade that is a credit to this busy inland city.

Among these none is better known to the grain trade tributary to Peoria, nor to the people of that city itself, than Philo B. Miles, head of the grain commission firm of P. B. & C. C. Miles. Born at Washington, Tazewell County, Illinois, in 1849, he spent his working time of boyhood and young manhood with his father, then engaged in the grain and milling business at Washington. From 1867 to 1870 he was a telegraph operator. In 1870, however, he entered a grain commission house in Peoria, where he completed the commercial education in grain so favorably begun on the technical side under his father a few years before.

After five years of this connection, he joined his brother, Charles C. Miles, in 1875, in organizing the present firm of P. B. & C. C. Miles, now in the opening years of its second quarter-century of successful business, having attained during the first quarter-century a high place among the leading commission houses of Peoria.

Mr. Miles has been several times called upon by his contemporaries in the grain trade and by his fellow citizens to fill positions of trust where his executive abilities could be utilized for the public welfare. He has, therefore, served as president of the Board of Trade (1883), mayor of the city of Peoria (1894-95), as commissioner for the Asylum for Incurable Insane, a position to which he was appointed in 1901 by Gov. Tanner and which he still holds; besides others of lesser moment.

MINNESOTA LAWS.

Among the new laws enacted for the state of Minnesota the following will be of interest to grain men: Acts making Willmar, Kandiyohi County, and New Prague, Scott and Le Sueur counties, "terminal points for the inspection of grain," applying to them all the laws regulating the weighing and inspection of grain at Duluth, etc.; an act to establish state grain inspection at all country points,

applying terminal inspection laws thereto, where the railroad and warehouse commissioners think it advisable, provided the elevators where such inspection is established shall pay the expense thereof, and an act appropriating \$75,000 for seed grain loans to farmers whose crops were destroyed by drouth or storms in the season of 1900.

BROKERS HIT BY THE RISE.

There are no bucketshops any more; but somehow some brokers have been hit by the rise in corn and stocks about as badly as if they had been betting against their customers. The first firm of the "new speculative market," Milwaukee, to "go by the board" was the Milwaukee Stock and Grain Exchange, which failed to meet a demand on April 27 for \$15,000 due J. R. Lewis & Co. of St. Louis on margins. W. C. F. Krull, manager, has admitted the company's insolvency, and the creditors are now trying to find its backers or somebody to sue. The firm had all the earmarks of the bucketshop.

Another office to close up was the Brokers' Grain Trading Company of Kansas City, on April 29, the Kansas City office having been seized by a constable on an attachment writ in favor of Edson Gregg, manager for J. W. Rush of Larned, owner of the business. It had branches in various towns of Kansas, at one of which it was hit for \$10,000 losses on a railroad stock deal. The liabilities are estimated at \$45,000, but this is probably mere guesswork.

On April 29 Berry & Co. of Philadelphia, brokers but not members of either the Philadelphia or New York grain stock exchange, quit. All customers are said to have been paid in full.

In New York on May 3 F. Rogers & Co., 38 Wall Street, were shut up by the sheriff on an attachment in favor of H. L. Falco for \$1,674. The company is a Maine corporation, with branches at various places, more particularly on Long Island. The Jamaica branch alone is said to have taken in over \$20,000. Stock dealers swamped this concern. The company later made a settlement with its principal creditor and resumed business.

On May 1 Camp & Co., stock and grain brokers at 762 Ellicott Square, Buffalo, suspended. No schedule was published. The firm was established in Buffalo in October, 1899, and had eight private wires running to towns in Michigan, Ohio, Pennsylvania, New York and Canada, and had an office force of twenty-seven people. The telegraph men gutted the place of wires and instruments as soon as the suspension was announced.

NEW KANSAS INSPECTOR.

Benj. J. Northrup, successor of E. McKenzie as state grain inspector of Kansas, took possession of the office on April 10. No radical changes have been made in the office force. G. K. Addison, collector, is succeeded by Ben Northrup, a son of the new inspector; A. D. Crofts will continue in his position as chief clerk of the main office. Several new inspectors' helpers have been appointed, as follows: For Kansas City, Kan., J. T. O'Leary, O. S. Sartin, D. S. Wilson, George Bender, E. E. Williams, D. Buckland, Frank Freeman, R. E. Gano and John Chess Jr.; for Atchison, C. D. Briggs; for Topeka, C. B. Wright.

Inspection has been established by Mr. Northrup at Ellwood, just across the river from St. Joseph, Mo., where there is a large transfer elevator. Heretofore all the grain handled at Ellwood has been inspected by the Missouri inspector at St. Joseph; but as Kansas and Missouri grades are not identical a Kansas inspection was desired.

Mr. Northrup has also decided to place state weighmen in all Kansas elevators having upward of 75,000 bushels' storage capacity as provided by the law of 1894, which declares elevators of that capacity to be public warehouses and authorizes the state grain inspector to appoint men to take charge of the weighing of grain. The law has not hitherto been enforced. The weighers are allowed fees of 25 cents for each car weighed and 25 cents for each time it is necessary to adjust the scales. This

is required to be paid by the elevator men, while if the weighing is done by their employes it is just so much money saved. The enforcement of the law will necessitate the appointment of a number of men to whom it will furnish employment during the seasons when grain is moving. Kansas City, Topeka, Halstead, Winfield, Leavenworth, Atchison and Wellington are the principal markets affected.

BADENOCH ELEVATOR COMPANY'S ELEVATOR BURNED.

The J. J. Badenoch Elevator, situated at the northeast corner of Rockwell and Madison streets, was destroyed by fire on the night of April 27, entailing a loss of nearly \$200,000. The building was valued at \$75,000, and contents, principally oats, at \$125,000. The cause of the fire is unknown, but it is thought to have originated from spontaneous combustion.

The plant had a capacity of 150,000 bushels and was owned by the Chicago Traction Company, being utilized originally by that company for the storage of feed at the time when the street cars were operated by horses. After the advent of electric cars, the elevator was of no use to the railway people, by whom it was leased to the Badenoch Elevator Company, the head of which is J. J. Badenoch, formerly chief of Chicago's police, in conjunction with his extensive feed and grain business.

The machinery and equipment comprised two elevator legs, one grain cleaner, one oat clipper and one two-pair-high and one three-pair-high feed mills. Power was furnished by rope transmission from the street railroad's power plant. It had electric lights, one Cyclone Dust Collector, which conveyed the dust to the furnace in the railway power plant



RUINS OF THE BADENOCH ELEVATOR, CHICAGO.

next door. The fire protection was only water barrels and fire pails.

The picture shows the ruins shortly after the fire, but after the debris had been sufficiently removed from Madison Street to permit operation of the street railway cars. The elevator will probably not be rebuilt.

A charter has been granted to Philadelphia capitalists by the Dominion government for a Dominion Lloyds. The capital stock is \$5,000,000. The high insurance rates charged on freight and vessels on the St. Lawrence route has led to the government deciding to grant the charter. As repeated remonstrances with the British Lloyds had no effect, the government declared that every possible help would be given to the new concern in spite of the opposition of the underwriters in Montreal and Toronto.

THE KANSAS FARMERS' MOVEMENT.

A county farmers' association, called the Salina County Coöperative Stock and Mercantile Association, has been organized at Salina, Kan., to be represented at a state meeting called to be held at Salina on May 16, to organize a state association "to fight the grain combine." A similar association called the Farmers' Grain Elevator Company has been organized at Haven, Kan. The nominal object of these associations is to build elevators in the counties to be operated by the county associations, and terminal elevators to be managed by the state association. So far as appears in the county press of Kansas, the farmers' complaint is not so much against the individual grain dealers as against the line elevator system operating in the state, which, it is alleged, drives out the individual elevator men and then controls the markets they operate in.

At the state meeting called for May 16 at Salina, A. S. Pierce of Wichita will present an elaborate plan of association, the purpose of which is to keep the grain of Kansas in control of the farmers or their immediate agent, until sold to the actual consumer—a socialistic scheme for which it is hardly necessary to say the Kansas farmers are not yet ready by any means.

THE MINNESOTA INSPECTION SCANDAL.

The inspection scandal at Minneapolis, investigated by the Railroad and Warehouse Commission, has been declared by that body to be without foundation. The charge was made by one B. F. Benson, a deputy inspector at Minneapolis, that Chief Deputy Inspector E. W. Knatvold and his first assistant, Geo. H. Tunnell, had tried to improperly influence his inspection in behalf of J. Q. Adams & Co., who were handling for export a certain lot of wheat. This grain, Benson said, he had graded "rejected" and "No. 2," as the cars came in; after it was mixed, or inspected out, a large portion of it was graded rejected. The inspectors named, Benson said, solicited him to change the "rejected" inspection to "No. 3," alleging, as he charged, that "as the grain was going abroad it would make no difference, anyway." Altogether about 800,000 bushels of grain were affected by the rulings, making a difference of \$24,000, more or less, to the owners.

The investigation testimony showed that the grain was nearly all on the line and bin-burnt; but it did not appear, nor did Benson so claim, that there was any attempt at corruption, only, Benson said, "it didn't look right." His own testimony as to the influence brought to bear on him was little more than an expressed wish by his chief to "carry the stuff if he could." No appeal was made from the inspection by the shippers, who billed the grain to Europe on "Seaboard or Western Inspection." Their own inspector said that while, like other mixing houses, in running out mixed lots of wheat they endeavored to keep it as close to the minimum requirement as possible and have it pass the standard of inspection, this grain had all been of grade high enough for the firm's purpose.

On May 3 the Railroad and Warehouse Commission announced that the evidence offered at the investigation did not sustain the allegations of Mr. Benson.

The row seems to have been a part of the general scramble in the department on the part of the men to make a record in advance of the general cleaning out which is expected, now that a new state administration is in power. This clean sweep is expected, and that it will come is not denied by the commission, which on May 1 began the work of sifting the applications on file for the 150 positions now filled in the main by the administration's political opponents. The act is to be delayed for the immediate present, however, until, perhaps, the next shipping season begins. Chief Inspector Reishus is expected to hold on to the end of this crop year, August 1. For his place, L. D. Mar-

shall of Crookston, now in the employ of the St. Anthony & Dakota Elevator Company as traveling inspector from Minneapolis, and G. F. Moulton of Minneapolis are candidates. Some minor places have already been filled, old employees having walked the plank to make room.

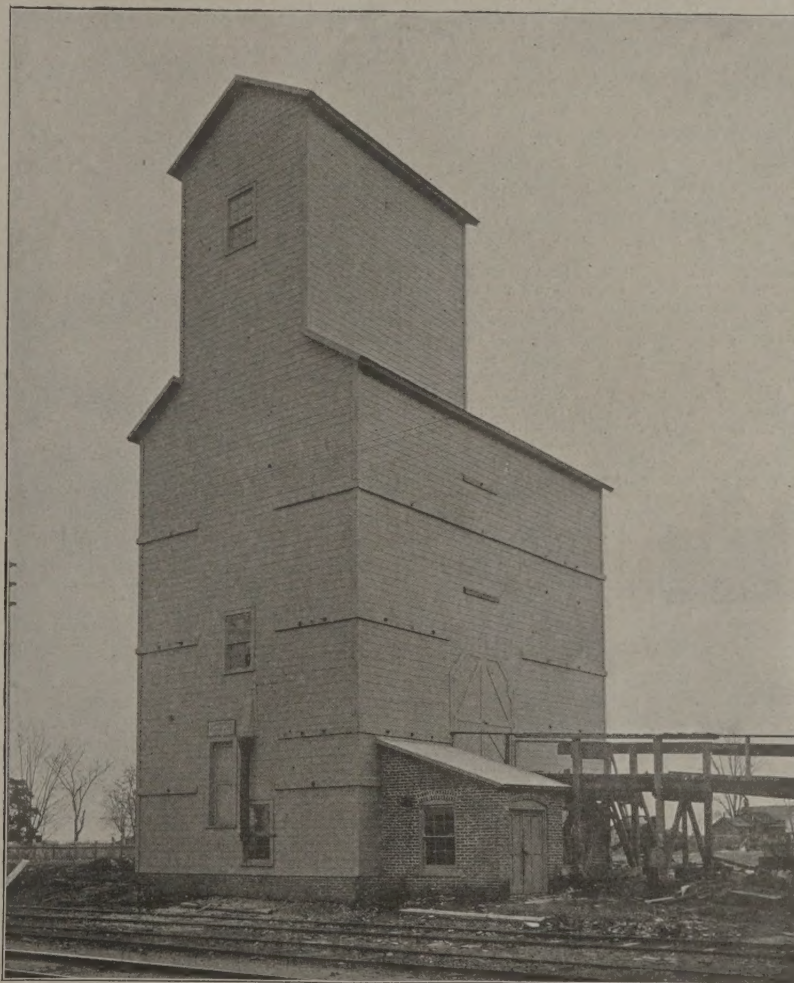
CHICAGO A SEAPORT.

On April 25 the steamer Northwestern of the Northwestern Steamship Company cleared for Liverpool, being the first vessel regularly commissioned for the Chicago-Liverpool service, although not the first vessel to make that voyage. The Northwestern is one of four vessels owned by the Northwestern S. S. Co. which will be commissioned for this service. The ship is 256 feet long, 42 feet beam, and 26½ feet deep, and is built entirely of steel. She carries a crew of twenty-seven men.

PRATT-BAXTER GRAIN COMPANY'S ELEVATOR.

This house, though comparatively a small one, is in some respects a model, and is noteworthy, at least, for the amount of machinery it contains in proportion to its size. The house is owned by the Pratt-Baxter Grain Company of Taylorville, Ill., and is located at the company's station at Willey, Ill. It was designed and built for the company by G. T. Burrell & Co., engineers, Chicago.

The elevator occupies a ground space of 24x38 feet and is 38 feet high to square. The bin walls are built of studding, sheathed with 8-inch drop siding, and strengthened by tie rods. The roof is of corrugated galvanized iron, furnished by the Sykes Steel Roofing Company. The main elevator is divided into five self-cleaning bins for shelled or small grain and there are also two bins for ear



PRATT-BAXTER GRAIN COMPANY'S ELEVATOR AT WILLEY, ILL.

Her cargo was (in part) grain for Buffalo, after unloading which she will pass light through the Welland canal and take on 1,500 tons additional at Montreal and coal at Sydney, Cape Breton, N. B.

The maiden voyage of the Northwestern has been a trying but not by any means a discouraging one. Eleven days out and limping into Detroit on May 5 only is not a record to be proud of, perhaps, but considering the very unusual character of the ice gorge in St. Clair River, it is not one to be ashamed of, being the only vessel to get through up to that date and arriving at Detroit without coal and without propeller blades, after a desperate struggle with the most dangerous and damaging ice jam on the lakes for years. With repairs made and grain-cargo lightened to go through the canal, the ship resumed her voyage on the 8th.

This attempt to open a route from Chicago direct to Liverpool is due to Charles Counselman, treasurer of the company named, and the venture is backed by New York and Chicago shippers.

The grain trimming contract at Duluth has been let to John Conklin & Co., who did the work last year, at about the same price as last year.

corn. The driveway is in the center of the house, grain being dumped into sinks underneath. From the sinks the grain is moved to the elevator boots, or, in the case of ear corn, to a 500-bushel Marseilles sheller. There are two elevator legs, one 12x6-inch and one 14x7-inch, by which grain is elevated to the cupola, where it is run through a 500-bushel Marseilles Cleaner and then discharged into bins or to the hopper by a 250-bushel U. S. government standard hopper scale. Grain for shipment is reelevated by the same legs to the scale hoppers and weighed and then spouted into the cars through a flexible loading spout.

The ear corn bins have flat bottoms and are fitted with drag conveyors to move corn to the sheller. The power house is a one-story brick building, 10x16 feet in size, and contains a 20-horsepower gasoline engine. The engine is connected directly to the main shaft by means of a friction clutch, and from this shaft power is transmitted to the machinery in the cupola and elsewhere by rope system. Most of the machinery in the elevator was furnished by the Skillin & Richards Manufacturing Company, Chicago.

FIRST ANNUAL MEETING OF THE IOWA GRAIN DEALERS' ASSOCIATION.

The first annual meeting of the Iowa Grain Dealers' Association was an enthusiastic gathering of representative grain dealers, commission men and allied interests. The meeting convened in Circle Hall, Des Moines, April 24 and 25.

President J. A. King of Nevada called the meeting to order at 2:30 p. m. and as a preliminary to the reading of his address said: I am glad that so many members have come to this meeting. Your attendance shows that you are interested in the welfare of the Association. The Association needs your aid. With your support it can go forward with the certainty that much can be accomplished. I am also glad to see so many visitors and in behalf of the Association I extend to you a cordial welcome. We are glad to know that in our infancy you take an interest in us. We hope that this meeting will be looked back to, in the future, as a pleasant and profitable time.

The president read his annual address, as follows:

PRESIDENT'S ADDRESS.

Gentlemen:—This is the first annual meeting of the Iowa Grain Dealers' Association; I congratulate you on the progress that has been made the first year.

In March of last year the Des Moines Cereal Club issued invitations to a large number of the grain dealers of Iowa to meet in this city for the purpose of organization. A considerable number who attended the meeting and were royally entertained by the Cereal Club, unanimously declared in favor of an association and proceeded to effect an organization. A constitution and by-laws were then adopted, officers were elected, and the beginning of the Iowa Grain Dealers' Association made. The all-important question that then seemed to be uppermost in the mind of each one present was, Will it be a success? That question is now answered, "It will."

The beginning was at an opportune time, a good volume of business was being done, the advantages to be derived from a better understanding between dealers and more uniform rules for transacting business were apparent to many. Those who attended the meeting were anxious for the work to commence, but the secretary was not elected until later, and the real work of the Association did not begin until the latter part of May, so that our age is less than a year. It may interest you to know that the growth of this Association has been more rapid than that of any other of a similar character of which we have knowledge, that our membership is now at the age of only one year greater than any other grain dealers' association, it being over 700 houses; that nearly all dues have been promptly paid; that in all respects we are in a thoroughly prosperous condition.

But the people of Iowa have such a reputation for getting to the front that we had good reason to expect such results in this organization. You are familiar with the saying, "In all that is good, Iowa affords the best." It would seem to be the expression of pardonable pride to refer to our phenomenal growth. It is not necessary, and would be too tedious at this time to enter into the details of the work done. As before stated the real work of the Association did not begin until the latter part of May. The first two months thereafter were occupied in soliciting members by correspondence, and arranging the details for a beginning. Conditions had to be learned, in fact, until quite recently it seemed necessary to devote a considerable effort toward better and larger organization. During the meantime as much effort as possible was directed toward the improvement of conditions affecting the members, adjustment of differences, settlement of disputes, elementary disturbing factors and getting the business on a more satisfactory basis. While the work along these lines has in a measure only just begun, there has been a great deal of good accomplished, as many of you who have been personally benefited can testify.

Quite a number of scoop-shovel dealers have encountered so many trials and tribulations that they not only changed their mind, but their vocation. At several points where disturbing factors existed, in some instances, not so much on the part of the dealers themselves as in conditions, and the business was being done in a jarring and unsatisfactory way. The Association took up the question of the troubles, caused an adjustment of the differences and the removal of the objectionable conditions, so that now at those points harmony and good will prevail. It is no doubt a fact that harmony and good feeling now exist among the dealers of this State in a greater degree than ever before.

I desire to express my appreciation of the co-operation of the receiving houses and their representatives in carrying out the policy of this Association. I earnestly thank them for the assistance they have rendered us.

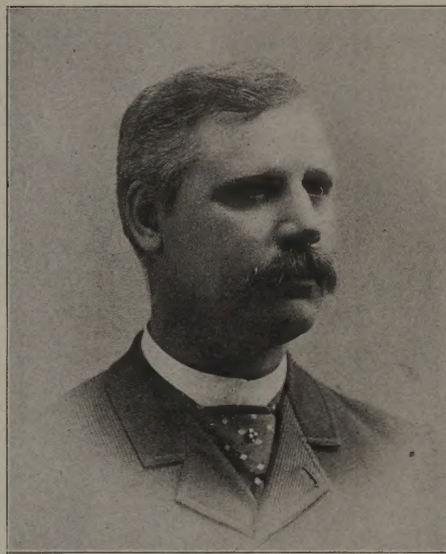
The office of the secretary being located in Des Moines, it was a natural result that the work should begin at points near this city. That was true for the further reason that in the beginning so much other work had to be done that near-by points could be given attention, when it was very difficult to arrange to look after those further away. The work, however, has been extended out, until a large part of the territory has been covered. If there are any who believe that matters in their vicinity should have received more attention, I would call to their mind that

the Association covers a large area; that all could not be first; that it was a large proposition to get matters in shape in such a short time to do effective work.

Hereafter, less time will be needed in the matter of organization, and more can be devoted to the interests of the members. I can assure you that the secretary has devoted his whole time and energy to the work of the Association, and the remarkable part of it is, that he has accomplished so much. Last summer I called at Mr. Wells' office during State Fair week, and so found him absorbed in the duties of his office he did not know the State Fair was running. He said he had noticed an unusual number of people on the streets, but had not taken time to ascertain the reason.

Although a considerable number of cases of disagreement, disturbance, or unfair treatment have been referred by the members to the secretary, he has been able satisfactorily to dispose of them without reference to the governing board for its action.

The policy of this Association has been, and, no doubt, will continue to be, to conduct its affairs on broad business lines, with the greatest possible fairness to all legitimate interests involved, especially so in our relations with the railroads. The existence of friendly relations between this Association and the railroads is essential to the welfare of each. In some respects our interests are identical. Uniform conditions must exist to insure satisfactory results in the grain trade. Grain dealers will fight for business rather than allow it to go elsewhere in undue proportion. Railroads will do the same. If one of the roads, or all of the roads at a competing point grant concessions in freight rates at that point, such concessions will constitute a disturbing factor, not only at that point, but will be reflected to contiguous points, so that the disturbance may become widespread. It follows that while the dealers at any point



JAY A. KING, PRESIDENT, NEVADA, IOWA.

might act in harmony, if the railroads were fighting for business at that point, satisfactory conditions could not obtain. The same would be true if the railroads were in accord and the dealers not. It is therefore evident that to secure uniformity, cordial relations must exist between the Association and the railroads.

It affords me pleasure to be able to say that the railroads are according us fair consideration and treatment in all matters where we have joint interests, and to express the belief that they have the highest respect for our methods and confidence in our intentions. At the beginning of our organization, it was suggested that the railroads might be willing to furnish the secretary with free transportation in view of the fact that this Association would probably, in some instances at least, be beneficial to them. But we were just beginning the work, and until our policy could be demonstrated, no one other than ourselves could positively know what line of action we would pursue. Secretary Wells talked with me in reference to the matter, and it was decided that it would no doubt be better to act independently of any outside influence; pay our bills, and not be under obligations to anyone, especially so, until the question of our success should be determined, and we had grown large enough to stand alone—until we would have strength enough to command respect. Transportation has not been solicited, and has been declined when offered. I trust the members will be satisfied with the position taken in that regard.

The object of this meeting being not only to review the work of the past year, but also to consider questions relating to the future policy and work of the Association, I desire to suggest some matters which I deem of importance at this time. A number of men associated together for the purpose of transacting business, constitute a partnership, unless the Association is incorporated as provided by law. The act of a partner is binding on all interested in the business, if within the limits of the object of the partnership. It would, therefore, seem to be prudent to clearly define the objects of the Association and prescribe limits of action. The object of this Association, as stated in the preamble to the constitution, adopted at the time of our organization, is very broad and almost limitless. I believe it should be modified, and recommend that it be repealed, and in lieu thereof,

the adoption of a section to this constitution in substance as follows:

"Section 2.—The object of the Association shall be the protection of its members from unfair treatment, the establishment of uniform lawful rules to be observed by the members, and the promotion of friendly relations between the legitimate grain dealers of the State. The Association shall not have the power to buy or sell grain or any other property, nor to act as a commission merchant or broker, and no member shall be authorized to act for the Association, nor shall it take any action except in the manner provided in the constitution and by-laws.

"Section 3 of Article 5 of the by-laws is indefinite, the words 'for each elevator' added immediately following the figures \$12 would make the meaning more clear, and would place that section in accord with Section 2, Article 5, of the constitution."

As a matter of settling differences arbitration has, during recent years, grown in favor, until it is now widely regarded as the better way to adjust disagreements rather than refer them to the courts when the matter in dispute is not purely a question of law, and a man with a grievance is looked upon with some degree of suspicion if he is not willing to submit the question to disinterested competent parties to be determined. The promotion of harmony is one of the principal objects of our Association, and the establishment of rules for the settlement of differences, specifying particularly the plan of procedure, would, in my opinion, be productive of good results. We insist upon fair treatment toward ourselves, and ought to be, no doubt are, willing to accord it to others, whether in or out of the Association. We ask receivers of grain to assist us in carrying out our plans for the protection of our members in the legitimate pursuit of their business, but as yet we have not offered them much in return. Parties to whom we sell grain may have differences with the members of this Association, and inasmuch as it is our purpose to use the influence of the Association to cause a receiver to right a wrong done by him to one of us, we should use our united strength in favor of the receiver when unfairly treated by a member of the Association. I believe that a definite plan of arbitration would be an advisable method for the adjustment of many questions of difference and would add strength to the work of the Association. The findings of the committee on arbitration should be final, except, perhaps, the right of appeal to the Association, but even then the award should be complied with until a reversal of the decision on appeal. The constitution provides for the arbitration of complaints by one member against another member only, and that in a general way, not being definite enough to be effective.

There will probably be offered at this meeting for your consideration a proposition from the National Grain Dealers' Association for the affiliation of this Association with the National. The National Association heretofore has been composed of individual members, including such country grain dealers having the required qualifications as desired to become members. It is now proposed to create instead a federation of associations, on as just and equitable a plan as possible. Recently several state associations have affiliated with the National Association or have declared their intention to do so. If all, or even the larger proportions of the state and local associations become a part of the National, the National Association will have sufficient strength and prestige to command a respectful hearing in any market where the grain dealers of Iowa will have occasion to transact business. It can cause the abatement of evils in the grain trade at market centers and adjust troubles at terminal points more effectively than a state association could possibly do. Under such an arrangement each individual member of this Association would be entitled to and would receive the benefit of its influence. I am in favor of affiliation of this Association with the National on any reasonable basis.

The law of this state relative to landlord and tenant is unjust and unreasonable. It places the grain dealers in the attitude of rent collectors without compensation; guarantors on the notes given by the tenant, without the formality of protest or notice of non-payment. A protection accorded the endorser or guarantor of any other class of commercial paper. The landlord may stand idly by and see his tenant deliver the grain from his farm to the elevator, knowing full well that each bushel so delivered adds that much to his security whether the tenant takes pay for the grain or not. Months afterward when the grain dealer supposes the transaction to have been closed long before, the landlord steps in and blankly notifies the dealer that the tenant has not paid the rent, and that the grain dealer must pay it for him. If the efforts of the Association in that direction shall be sufficient to cause the law now in force on that subject to be so modified by the next legislature as to be reasonable, such result will alone be ample recompense for the entire cost of the Association this year. The members may be able individually to render valuable assistance toward accomplishing the desired change in that statute.

The storage question is a perplexing one. The privilege of storing grain free for a longer time, or at a lower rate than the elevator owner can afford, is often granted for the purpose of influencing business. If the owner of grain desires to hold it for speculation, believing that he can obtain a higher price by so doing, it is only reasonable that he should pay a fair price for the privilege of storing it in an elevator where he may have the advantage of a quick sale when the market suits him. If a dealer grants special terms on storage of grain, the liberal terms given are soon noised about, and other dealers meet the rate, or the want of a rate, so that, as a rule, no one other than the owner of the grain receives any benefit; besides, it is likely to become a disturbing factor in that locality, and may extend to cover a considerable territory. I am firm in the belief that we should adopt a reasonable uniform rule for the storage of grain, and if such rule is adopted, adhere to it strictly.

It is quite natural that we should see the work

of the Association only as it applies to ourselves in our own town or community. If our business has been disturbed by a disagreement, or a condition, which we could not control, and the Association takes the question up and succeeds in settling it to our entire satisfaction, we readily realize the benefit it has been to us, and conclude without further hesitation that our part of the expense of the Association is money well spent; that the profit on the outlay is a high per cent. If we have been unfairly treated in a business matter, and are about to lose money that justly belongs to us in the transaction, then through the efforts of the Association our rights are protected and the money restored. We at once decide that the saving to us is enough to pay our dues, perhaps for several years, and that the Association is a good thing. On the other hand, if something of that character does not occur by which we are personally affected, we may imagine that we could get along just as well without an Association, and that possibly the benefit is hardly worth the outlay. The settlement of such matters is a small part of the work of the Association. Of course, when they do exist, it is important that they should be settled promptly and effectively.

But the more important work is of larger charac-

of these results will be attained in a large degree. With our Association thoroughly organized, in good working order, extending over a large part of the great grain producing state of Iowa, our members enthusiastic and earnest as they now are, a considerable increase in our membership, which we hope for from those who have been waiting to see whether it would pay to join, and an affiliation with the National Association, so constituted as to be well equipped to care for our interests at all terminal points, it would seem reasonable to expect beneficial results to the Iowa grain dealers.

Much can be done by the individual members toward advancing the work of the Association, careful adherence to the rules adopted, prompt payment of dues, as considerate treatment of your competitor as you ask for yourself, will add to our strength as an organization. Emerson said "The greatest success is confidence, or perfect understanding between sincere people." It is surely true in the grain trade, that the nearer we approach that condition, the greater our success will be. I have large faith in the future of this organization, and with the forceful energy and sound judgment of Secretary Wells at the helm, success will be achieved by the Iowa Grain Dealers' Association.

dealers were gotten together, and after the first year about 250 scalpers had been cleared out and a dealer began to realize that his competitor was a man of flesh and blood like himself.

After our last meeting it was found that 400 scalpers had been driven from the state. Dealers were friends and had become prosperous. Less than 2 per cent of dealers in the state were storing for farmers either without or with compensation. To-day 75 per cent of the dealers of Nebraska are requiring written contracts. Formerly dealers guessed at the amount of foreign seed in grain. To-day they are sieving it and the custom is giving very satisfactory results to both farmer and dealer. An inspection and weighing law was defeated in our legislature, not because it was harmful in itself, but in its administration. In the beginning of our Association it was found that the dealers and the railroads were very far apart. By degrees better feelings regarding the mutual rights of each were brought about. Largely the acts of the secretary are devoted to individuals. Over 90 per cent of our time is devoted to individual member's interests.

In Kansas conditions have been helped wonderfully by association work. Among the members of the Grain Dealers' Union of Iowa and Missouri there is a great peace on in place of the scrapping of a few



THE IOWA GRAIN DEALERS' ASSOCIATION IN SESSION IN CIRCLE HALL, DES MOINES, IOWA.

ter, broader in its scope, establishing uniform rules for the transaction of business, securing uniform freight rates, preventing short weights at terminals, insisting upon the employment of honorable methods in all transactions affecting the grain trade, acquainting the dealers with each other in the interest of harmony and good will, discouraging and discountenancing disturbers, deterring scoop-shovel and illegitimate dealers to the end that unnecessary troubles and losses may be minimized to the least possible extent. The effect of the work in a large sense will be general, and I am confident that every legitimate honorable grain dealer doing business in the territory covered by this Association will be benefited, whether he be a member or not. If that is true, all should take a hand in supporting the institution as well as accepting the benefits to be derived from it. The benefits will be greater to the members than to those on the outside.

We are in the grain trade for the money we hope to realize from the business. It is the experience of all to have annoyances and vexations; we do business on a smaller margin of profit than is received in any other line. If through the influence of this Association, the troubles and annoyances shall be reduced, and we obtain the same profit only, although in a more harmonious way, that alone will surely add largely to our peace and comfort, and be worthy of our efforts. If, in addition to that, by means of our organization we receive larger net profits, because of the stoppage of leakages, the adoption of uniform methods and wisely devised measures, the result cannot fail to be appreciated. I have no doubt that both

"Grain Dealers' Associations" was the subject upon which A. H. Bewsher, secretary of the Nebraska Dealers' Association, addressed the convention. Mr. Bewsher said:

It is always a pleasure to me to attend a meeting of grain dealers, especially if it is one served by one of my fellow secretaries. I am interested in association work and will tell you of some of the things we have done in Nebraska. I wish first of all, however, to congratulate you upon your Association. You have a large and strong organization, due to your own interest and also to the work of your secretary. The enthusiasm which you display to-day as a body, must be put forth continually by every member. This is the key-note to association work. Enthusiasm in one begets enthusiasm in another, and when it spreads throughout the state, then is the time to look for results. You have a chance to display your enthusiasm in seeing that you do not have a neighbor who is not a member of the Association.

In telling you some of the results of association work it will be necessary for me to speak of Nebraska. I do not refer to this through a spirit of egotism, but we have been very successful. Conditions in our state were formerly the same as you found them about a year ago. The first Association failed through ignorance of what an association should strive for. The state was overrun with scalpers. Overbidding was rife and the trade had fallen into deplorable conditions. Then the state organized into districts, after which the conditions improved. By degrees the

years ago. That is the case in every association which is now in existence. To see other results, look at the rise in the value of elevator property in your state.

I wish also to speak of the value of affiliating with the National Association. If your Association can do well locally, the National Association can certainly do well in a national way. The trade requires attention in terminal markets. Legislation will require the aid of the National Association. I want to talk for a moment to the individual members. If you can't boost, don't knock all the time. If you cannot help, don't tear down. Your motto should be "Profit and not stuff." Make some money on whatever you handle. Answer correspondence from your secretary immediately. If you have an unpleasant situation at your point, don't jump up at once and write your secretary. Go to your competitor first, if you have troubles with him, and if you cannot fix it up with him, then go to your secretary. Try first, yourself, if you cannot help matters. You will no doubt strike a friendly chord in him and arrange matters satisfactorily. Another very important matter is remittances. Do not delay in this. It is also of importance to attend meetings. When things begin to run smoothly, don't neglect them.

TREASURER'S REPORT.

Treasurer Geo. A. Wells reported as follows: Cash received, \$5,446.05; expenses, \$4,050.75; balance on hand, \$989.11.

Geo. A. Stebbins, secretary of the Grain Dealers'

Union of Southwestern Iowa and Northwestern Missouri, read a paper on: "Arbitration." It is printed elsewhere in this issue.

REPORT OF SECRETARY G. A. WELLS.

Secretary G. A. Wells read his report as follows:

The Iowa Grain Dealers' Association has been in active existence ten and one-half months, and as you are well aware, the work of the past year began with getting members and completing the organization. It took about three months' time to secure sufficient membership to effect any results in the way of having influence and prestige. At the present time, our membership includes 705 houses, having recently lost about 50 houses on account of sale of business by a line company, and consequent withdrawal. There are about 500 houses in the territory covered by the Association, that are not members; some of these do a very small business and will hardly be interested in becoming members, but you should secure 200 to 300 more than the present number.

It may not be out of place in this connection to say something about the character of the individual members. An association will naturally reflect the character of its members. There are members who join the Association on general principles, who know what is the proper use to make of the Association, and recognize that usefulness along broad lines. There are members who happen to have a local trouble and join the Association to see if they will get any relief—if they get the relief, the Association is a good thing; if they do not get the relief, it is a failure, and their vision is so narrow that they cannot see further than the competitors' driveway. Some of these members are so narrow, that they seem to think they have done all they are expected to do when they pin a check to an application blank, and inclose it to the secretary, with no explanation whatever, concerning the details of their troubles, acting as though they had done their part, and the Association should do the rest.

Gentlemen, your Association elects officers, employs a secretary and maintains an office, and the Association has influence and prestige, and this comprises the machinery of which you, as a member, have the privilege to operate. Your own individual business judgment ought to suggest what use to make of it. Don't wait for the secretary to come around and pound it into you, but use your pen a little more freely.

Our members have been very prompt in payment of dues. On March 31 there were delinquent \$97.30, but at this time all dues are paid but \$16.05. About 70 per cent of the members pay promptly, the balance require a second statement, and about 10 per cent, perhaps, a third statement. I believe the secretary should make it his special business to collect dues. If the Association must die because members will not pay dues, then it ought to die "game."

The local work of the Association naturally began where the members were most represented, which happened to be in the territory just northwest and northeast of Des Moines, and with this as a nucleus, the work has been conducted to add to this territory the larger part of the territory has been covered. There is, I think, no question as to the good results of local meetings in promoting good feeling and harmony among the dealers, and it is in those local meetings that the best work of the Association is accomplished for local good.

There has not been much work done in the matter of adopting uniform methods, but now that your Association is well organized, there should be an effort made to adopt uniform rates of storage and dockage, also of written contracts. This work should be taken up at the local meetings, and established as much as possible by the time the new crop begins to move.

There have been very few claims offered against central markets, because of weights, inspection, etc., and in fact it is only until recently that we have been in a proper condition to give such matters attention. Your Association may become a very important agent in these matters if the member will properly use it. In making a claim or complaint of any kind, it is absolutely necessary to have detailed facts as evidence. Methods at central markets are improved by the influence of grain dealers' associations, and if members will give their claims and complaints with detailed evidence to the secretary, he may get an adjustment and assist in correcting an abuse. Try and do better, however, in making up your detailed statement evidence, than a member did who recently reported a shortage to me, and it developed that he had no weights; but merely an estimate based on the marked line in the car. Don't accuse someone of stealing, unless you can prove it to yourself at least.

When a class of business men form themselves into a body or an association for mutual protection and benefit, it should follow that these men do right toward each other. There is always two sides to a case, each side naturally presenting the evidence in their favor, and insisting upon what they may consider their rights. To allow differences to remain unsettled is expensive for all concerned, and those differences may be of a character not suitable for legal trial. I believe a special board of arbitration would be a good instrument for use in your Association—I would not, however, recommend very stringent rules to force its use at the beginning, but to have such a board for use if the members should at any time desire to make use of it. However, if contending parties should decide to make use of such an arbitration board, I would favor strict guarantee and rules as to compliance with the decision rendered. This board should be located as convenient as possible so there would be the least expense in meeting.

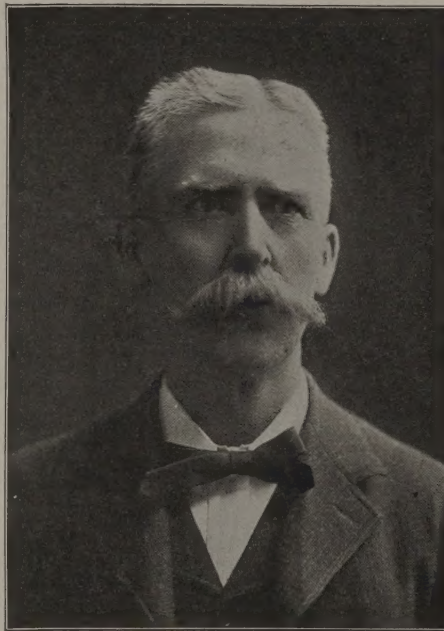
Modern methods of doing business depend largely upon organization, and there is good use for organization in business to correct abuses. State grain dealers' associations are no longer an experiment, but the organization does not seem as yet complete without a national grain dealers' association. Your secretary has already made use of the National Association, and

it is in my opinion a matter of much importance that the Iowa Grain Dealers' Association should give proper support to the National Association, with both influence and finance. I have made much use of the National in local matters, and there are cases where our members were directly benefited. It is only recently that a matter was adjusted with the help of the National, that got \$200 in cash for four of our members, as settlement of a scoop-shovel proposition. This, however, is not the important use of the National Association, but there are abuses in central markets that need the attention of all the different associations, and it is necessary to have a head for the combined influence of all state associations, through which to get action on terminal matters.

Another important matter is arbitration of differences as between receivers and shippers, and I believe that in the National Association such an arbitration board could be established that would result in such strong influence that there would be less defaulting on contracts and refusal to settle over drafts by shippers, and better business methods by some receivers and bidders. Compulsory arbitration is impossible, but continuous refusal to arbitrate brands a man as unfair and unreasonable, and no dealer, whether shipper or receiver, could afford to continuously refuse to arbitrate when the trade in general is continually informed as to such refusals. This I consider as an opportunity to establish closer relations between the shippers and receivers.

Economy in time and expense is another reason for having the assistance of the National Association.

Our expense account has been considerably increased by extra cost of your secretary making trips to central markets on such business as might properly be given to the secretary of the National Association. You are well aware that your Association covers a



G. L. GRAHAM, OF THE ST. LOUIS WEIGHTS COMMITTEE.

large territory, and it needs all of the time of your secretary to conduct local work. The success of the local work depends very much on the effect of our influence at terminal markets, and therefore it is certainly practical that there should exist a national association, with a proper person in the position of secretary, who can give his entire time to the work, and upon whom your state secretary may freely call for such assistance as may be proper to ask of the National Association.

In conclusion, I would say that the success of your Association is due to the friendly aid and general support given by the officers and members. We are also indebted in a large measure to the assistance and support of the Cereal Club of Des Moines, Iowa.

H. A. Foss, chief weighmaster on the Chicago Board of Trade, gave an address on "Grain Docks as a Cause of Shortages." It is printed on another page of this issue.

W. C. Bayles of Mt. Pleasant, Iowa, read a paper on the "Landlord's Lien Law." We publish it elsewhere in this issue.

G. L. Graham, St. Louis, chairman of the St. Louis Weight Committee, read the following paper on "St. Louis Weights:"

I ask your attention for a few moments on St. Louis weights. I deem it quite an honor to have the opportunity to address you on a subject of such vital interest. No feature of the grain business is of more importance to both the shipper and receiver than satisfactory weights.

Accuracy of weights has always been a much vexed question, and will continue to be so long as grain is weighed into cars over one kind of scale and out of cars over another kind of scale at widely separated points. In a spirit of fairness it must be admitted that mistakes are sometimes made at both ends, and that many complaints of short weights are because of incorrect methods of the shipper. While it is impossible to devise any system so perfect that errors cannot occur, on behalf of the grain receivers of St.

Louis I assure you that we are doing our part, and making every effort to bring our system to a high state of efficiency.

For some time we have been working quietly to this end. In the month of February we had the pleasure of a visit from the presidents and secretaries of the various grain dealers' associations in territory tributary to our market; also of the National Association. This gave a new impetus to the movement already on foot. The work was taken up with enthusiasm. Suitable committees were appointed, who have been working energetically, and we are pleased to say much has been accomplished. As a result of the efforts of these various committees the board of directors of the Merchants' Exchange has established a permanent committee on weighing, composed of the following gentlemen: Messrs. Erich Picker, Thomas K. Martin, George F. Powell, W. B. Harrison and G. L. Graham (your humble servant). This committee is to have supervision over all weighing of grain in St. Louis and East St. Louis, with a competent force for supervising, inspecting scales, etc.

It is well known that about three-fourths of the grain coming to our market is unloaded by elevators, weights from which have generally given entire satisfaction. The remainder of the receipts is distributed between near-by country mills, distilleries, southern shippers and city consumption. It is proposed in future that all reconsigned grain for southern shipment be transferred and weighed down through elevators; also the wagon deliveries be restricted to fenced yards, to inaugurate a perfect system of watching, checking and weighing, under the supervision of the aforesaid committee.

The system that this committee has elaborated is such that we feel confident that in the future there will be little cause for dissatisfaction with our wagon weights. As all scales at wagon yards are now controlled by city ordinance, we have been unable, as yet, to eliminate the weighing charge of 20 cents per load. A movement, however, is now on foot to have the buyer pay this charge.

In conclusion, we wish to assure you that we fully appreciate your business—want more of it—and that we are making every effort to deserve it. When the system herein outlined is thoroughly organized we feel confident that St. Louis will be the most satisfactory market in the West to ship to.

On motion the chair appointed the following committees:

Nominations—J. H. Ellsworth, McGregor; W. H. Stipp, State Center; Lyman Johnson, Sioux Rapids; D. J. Jenks, Coon Rapids; M. McFarlin, Des Moines.

Resolutions—M. F. Russell, Des Moines; E. J. Erickson, Story City; J. R. Marfield, Winona; J. Stockdale, Wolcott; W. Hunt, Victor.

The meeting adjourned.

WEDNESDAY EVENING.

Following a luncheon, which was given the dealers in an adjoining hall, the meeting was called to order at 7:30 by President King, and Geo. F. Stone, secretary of the Chicago Board of Trade, was introduced, who addressed the meeting upon the subject of the "Chicago Board of Trade." Mr. Stone's masterly oration upon this great western exchange was listened to throughout with interest, and applause was frequent. He spoke of the remarkable growth of the country beyond the Mississippi and the need of boards of trade in helping to foster and provide a market for the country's resources. Transportation, agriculture, and an increase of territory in connection with boards of trade was made the basis of Mr. Stone's address.

B. A. Lockwood, Des Moines, offered the following resolution:

Resolved, That we, the members of the Iowa Grain Dealers' Association, and visiting guests, do hereby extend to Secretary Stone our heartfelt gratitude and are truly thankful for his presence with us. We are under lasting obligations for his splendid address and valuable words of instruction.

An adjournment was taken and the dealers and visitors listened to a program given by local artists who provided an evening of rare entertainment.

THURSDAY MORNING.

President King called the meeting to order at 10 a. m., and after outlining the work of the association thus far, paid tribute to the association's secretary as the chief cause for the success of the new organization. Mr. King's remarks were warmly applauded.

M. McFarlin moved that the preamble of the constitution be repealed and a section be added to Article I to be known as Section 2, to read as follows:

Section 2.—The object of the Association shall be the protection of its members from unfair treatment, the establishment of uniform lawful rules to be observed by the members, and the promotion of friendly relations between the legitimate grain dealers of the

state. The Association shall not have the power to buy or sell grain or any other property, nor to act as a commission merchant or broker, and no member shall be authorized to act for the Association, nor shall it take any action except in the manner provided in the constitution and by-laws.

The amendment was adopted.

M. McFarlin also moved the amendment of Article V, Section 3, to read:

Sec. 3.—The total amount of dues and assessments combined shall not exceed \$12 for each elevator in any one fiscal year.

The amendment was carried.

B. A. Lockwood, in a short speech introduced the question of affiliating with the National Association.

M. E. De Wolf, Laurens, moved that the association accept the proposition made by the National Association and affiliate with that body on the terms proposed. The motion prevailed.

Capt. M. T. Russell, chairman of the Committee on Resolutions, read the following:

Whereas, Some receivers continue to encourage and assist scoop-shovel shippers, and thereby jeopardize the best interests of the trade; therefore, be it

Resolved, That the Iowa Grain Dealers' Association, in convention assembled, denounce such action as antagonistic to the best interests of the trade, and recommend that all regular grain shippers confine their dealings to receivers who do not lend such encouragement and assistance to scoop-shovel shippers.

Whereas, The speakers who have entertained and instructed us at this meeting have come long distances at considerable expense and inconvenience to themselves; therefore, be it

Resolved, That we instruct our secretary to tender each of them the thanks and best wishes of this organization.

Whereas, The Cereal Club of Des Moines has given great assistance to this organization, in fact, is directly responsible for the existence of the Iowa Grain Dealers' Association; therefore, be it

Resolved, That we tender a hearty vote of thanks to that organization for its kindly interest and efforts in our behalf.

Whereas, The officers of this Association have by their untiring efforts, during the year just past, succeeded in building up a strong and successful Association of grain dealers; therefore, be it

Resolved, That we tender to the officers, and more especially to George A. Wells, our worthy secretary, the hearty thanks of this Association.

Whereas, Some local dealers have been and are being permitted to continue to the detriment of the business of brother dealers at neighboring stations; therefore, be it

Resolved, That we deprecate such action and insist that it is the plain duty of the discordant buyers to settle such local differences. In case of failure to effect such settlement within a reasonable time, the secretary shall take such steps as are consistent with the constitution and by-laws to effect a settlement.

The report of the committee was adopted:

M. McFarlin moved that the thanks of the association be tendered to H. A. Foss for his address and for the photograph of the Chicago Weighing Department, which he had presented to the association. Carried.

The secretary read the report of the Committee on Nominations, as follows: For President, J. A. King, Nevada; vice-president, M. E. De Wolf, Laurens; Governing Board, E. J. Edmonds, Marcus; S. J. Clauson, Clear Lake; D. Milligan, Jefferson; Phil Dietz, Wolcott; E. L. Bowen, Des Moines.

Capt. Russell moved that the report be adopted. Carried.

A motion was made by Mr. Elliott that the secretary be instructed to have the address of Weighmaster Foss printed and copies distributed to the members of the association. Carried.

A motion that the association adopt the storage rule as recommended to the members, was lost.

G. L. Graham moved that the governing board be instructed to increase the salary of the secretary for the ensuing year. The motion prevailed.

The convention adjourned.

NOTES OF THE MEETING.

The "American Elevator and Grain Trade" was represented by John E. Bacon.

The J. Thompson & Sons Mfg. Co., Beloit, Wis., exhibited a Lewis Gasoline Engine in operation at the Merchants' Transfer Co.

H. A. Foss, Board of Trade Weighmaster, Chicago, has some bright-looking employees in that picture which he presented to the Association.

Among machines and models exhibited were the Kurtz Special Car Mover, manufactured by H. Kurtz & Son, Sac City, Iowa; Patent Corn Crib Ventilator, manufactured by N. S. Beale of Tama,

Iowa; Adjustable Loading Spout, manufactured by Beale & Jordan, Bagley, Iowa.

Everybody missed "Jim" Dalton. He wanted to be there, but had to stay at home on account of that new baby girl that visited the family.

D. Hunter, Hamburg, and Geo. A. Stibbens, Co-burg, represented the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri.

H. S. Pollitz, representing the Milwaukee Bag Co. of Milwaukee, Wis., left some souvenirs among the dealers, consisting of leather-bound pocket note and memorandum books.

Dealers who wanted new elevators talked with J. F. Younglove, of the Younglove & Boggess Co., Mason City, Iowa, and with C. E. Bird, of Houstain, Bird & Co., Minneapolis.

The Minnesota dealers included O. T. Hyck, J. S. Mathewson, F. J. Wright and J. J. Quinn, Minneapolis, and J. R. Marfield, J. D. Jones, E. D. Dyer, W. B. Parsons, R. E. Tearse and B. C. Crangle, Winona.

There came from Omaha E. E. Clancy, with McReynolds & Co.; L. R. Cottrell, with Chas. Counselman & Co.; Geo. H. Lyons, with Armour Grain Co.;



GEO. A. WELLS, SECRETARY-TREASURER.

M. C. Hobart, with Carrington, Hannah & Co.; A. H. Bewsher, secretary of the Nebraska Grain Dealers' Association.

Railroad were represented by C. H. Caswell, division freight agent, and Phil. J. Rupp, traveling freight agent, Chicago, Rock Island & Pacific Railroad; Frank Cassidy, division freight agent, Great Western Railway; David H. Hoops, general agent, Chicago & Northwestern Railroad.

From St. Louis there were W. H. Karns, representing Daniel P. Byrne & Co.; G. L. Graham and S. H. Marshall, representing G. L. Graham & Co.; R. E. McClellan of Eaton, McClellan & Co.; W. J. Jones, representing the Nanson Commission Co.; J. A. Connor, of Connor Bros. & Co.; C. F. Beardley, of Picker & Beardsley; James Parrott, representing Forrester Bros.

Chicago Grain Commission firms were represented as follows: Calumet Grain & Elevator Co. by Geo. B. Dewey; Gerstenberg & Co. by A. Gerstenberg, F. S. Landers and H. Hahn; Glucose Sugar Refining Co. by Jos. Griffin; L. H. Manson & Co. by L. H. Manson and W. M. Christie; Milmine, Bodman & Co. by E. A. Armstrong; Armour Grain Co. by Ed. McDougal; Van Ness & Wilson by L. B. Wilson; J. Rosenbaum Grain Co. by Alex Nicol; Pope & Eckhardt Co. by J. W. Radford; Peavey Grain Co. by W. H. Chambers and George E. Wilson; W. R. Mumford Co. by C. H. Thayer and Fred Faulkner; Laisier & Hooper by J. J. Fones; Chas. Counselman & Co. by J. J. Stream; Rosenbaum Brothers by H.

H. Ray; Eschenburg & Dalton by P. H. Eschenburg; W. F. Johnson & Co. by J. W. McCabe; Neola Elevator Co. by J. W. Dillin; Nye, Jenks & Co. by J. A. Russell; Northern Grain Co. by J. W. Spoerri and C. E. Giles; Geo. A. Seaverns by Martin D. Stevers; Warner & Wilbur by S. H. Warner; H. D. Wetmore & Co. by H. D. Wetmore.

The machinery men were seen several times at the banquet, a few times in the hotel lobbies and once or twice at the sessions. They included S. J. McTieman, Chicago, representing the Huntley Mfg. Co., Silver Creek, N. Y.; J. A. Bramhall, representing the Globe Machinery & Supply Co., Des Moines; H. L. Thornburg, of H. L. Thornburg & Co., Chicago, and M. M. Snyder, Des Moines, representing the Barnard & Leas Mfg. Co. of Moline, Ill.

The entertainment committee consisted of W. F. Morgan, chairman, Albert Pease and W. L. Shepard. The vaudeville program was arranged by Mr. Morgan, and some of Des Moines' best talent was secured for Wednesday evening. The principal numbers were given by Prof. Heft, violinist; M. L. Baker, barytone; Jackson Sisters, cakewalk and buck and wing dancing; Myrtle Bryant, contralto, and Prof. Garber, banjoist. After the entertainment luncheon was served in the adjoining parlors.

There were enough Des Moines dealers out to start a fair-sized convention themselves. Those that attended the sessions were: W. S. Regur, W. L. Shepard, M. T. Russell, E. D. Hamlin, E. H. Martin, W. F. Morgan, J. W. Chambers, C. A. Tower, Geo. E. Wilson, M. McFarlin, Louis I. Tower, B. A. Lockwood, W. C. Layton, A. C. Ather-ton, C. H. Casebeer, W. G. Case, W. C. Layton, A. C. McKnight, C. H. Slack, H. P. Brown, Harvey Taylor, L. W. Gifford, L. Warren, H. C. Moeller, J. W. Cheek, L. K. Deal, Lee Lockwood, L. Mott, W. K. Jones, H. M. Talcot, C. F. McCarty, W. G. McGougall, W. L. Ferrell.

The following were among the dealers present: W. F. Schindley, Lewis; John Lafferty, Neola; H. C. Clark, Grinnell; B. A. Brown, Colfax; B. Cline, Hills Siding; W. J. Fiala, Lisbon; A. Friend, Lowden; John Stockdale, Wolcott; Henry Haines, Sutherland; E. J. Edmonds, Marcus; H. Trite, Ashton; J. E. Stott, Primghar; W. C. Bayles, Mt. Pleasant; J. H. Ellsworth and J. N. Gilchrist, McGregor; Philip Dietz and William Schwarting, Wolcott; D. Rothschild, Davenport; K. K. Liquin, Dysart; Ira Conger, Galva; John Swecker, Hartwick; J. M. McCastner, Lovilia; A. E. Wells, Laurens; A. J. Porter, Fairmount; Wm. Smiley, Lemars; L. Schroett, Earling; B. and E. G. Johnson, Cambridge; D. A. Evans, Lohrville; I. B. Hendershot, Otley; John Knoke, Knoke; L. R. Brown, Dawson; C. J. Thorp, Bondurant; B. R. Patterson, Mitchellville; Oscar Casey, Dysart; E. L. Webster, Eagle Grove; B. F. Vorhes, Williams; Lyman Johnson, Sioux Rapids; B. C. Carlson, Farnumville; S. S. Hanson, Collins; J. L. Patton, Dexter; Rufus Bullard, Maxwell; Frank N. Fowler, Ames; William Wyke, Stewart; P. S. Reed, Mason City; J. V. Babcock, Ida Grove; J. W. Carden, Geneva; H. Lawbaugh, Stewart; N. B. Blackmann, Sac City; H. H. Kurtz, Nemaha; S. A. Kurtz, Sac City; J. A. Felthous, Mason City; Henry Wetzel, Minburn; G. E. Lewis, Keota; J. E. Jackson, Springville; N. S. Beale, Tama; O. A. Talbott, Osceola; A. R. McGoon, Hawkeye; E. W. Ellis, Grundy Center; J. A. Culbertson, Glidden; P. A. Cummings, Rock Valley; D. J. Jenks, Coon Rapids; D. K. Unsicker, Wright; E. S. Troxel, Malta; J. H. Stuckey, State Center; O. P. Beale, Bagley; W. J. Schneekloth, Gladbrook; J. B. Schmidt, Elwell; W. B. Fields, Ladora; E. D. Mineah, Ames; C. B. Lennon, Decorah; Thos. Schmidt, Lytton; C. E. Smith and J. S. Williams, Patton; L. W. Wheeler, Laurens; S. B. Williams, Madrid; Joe White, Rolfe; J. T. Valen, Huxley; J. M. Thompson, Garrison; M. L. Thompson, Earlham; A. C. Schoeneman, Scranton; B. Swenson, Roland; W. H. Stipp, State Center; H. B. Stewart, Chariton; J. C. Smalley, Waverly; W. C. Addleman and P. A. Evans, West Liberty; P. A. Axen, Galt; G. H. Barbour, New Sharon; W. E. Bomberger, Bowrie; G. W. Armfield, Redfield; E. M. Cassidy, Whiting; C. C. Buck, Garwin; E. Brown, Dana; C. H. Cooper, Hancock; G. H. Elliott, Whiting; A. N. Drummond, Guernsey; W. S. Du Bois,

Rockwell City; P. S. Davis, El Dora; M. E. De Wolf, Laurens; E. L. Ericson, Story City; D. J. Folly, Wiota; J. N. King and R. A. Frazier, Nevada; Geo. Gilbert, Rhodes; H. F. Solomen, Remsen; A. C. Savage, Adair; G. H. Root, Hartley; J. C. Riddle, Jewell; E. Reed, Garner; Malcom Peterson, Pomeroy; J. B. Lyman, Tracy; M. O. Marvick, Story City; J. McDonald, Montezuma; L. B. Munger, Renwick; F. W. Newton, Sac City; E. B. Michael, Storm Lake; A. R. Mead, Lindon; H. L. McCombs, De Sota; P. C. Hanson, McCallsburg; T. F. Henderson, Popejoy; H. H. Hennings, Ogden; Wash Hunt, Victor; J. E. Jackson, Ortonville; R. A. Jacobson, Gilman; E. E. Ingold, Spencer.

A MODEL POWER EQUIPMENT.

It is only in late years that grain elevator owners have been paying unusual attention to the power equipments which they installed to run the plant. With serviceable machinery and appliances

GOVERNMENT SEED CONTRACT.

The Secretary of Agriculture on April 25 last awarded the annual free seed contract, the valuation in the contract being about \$180,000. It is stated in the telegram announcing the award that the department will inaugurate with the letting of this contract a radical change in the system of distribution. The government's interests will be put in the hands of Prof. B. T. Galloway, as director of the bureau of plant industry, under whose direction trained scientists, of whom there is a large number in the new plant bureau, will make a thorough observation and inspection of the seeds. They will go to the contractors' plant with a special view to seeing that the seeds are of new varieties, and are free from weed seeds. The bureau will direct the distribution of all the seeds.

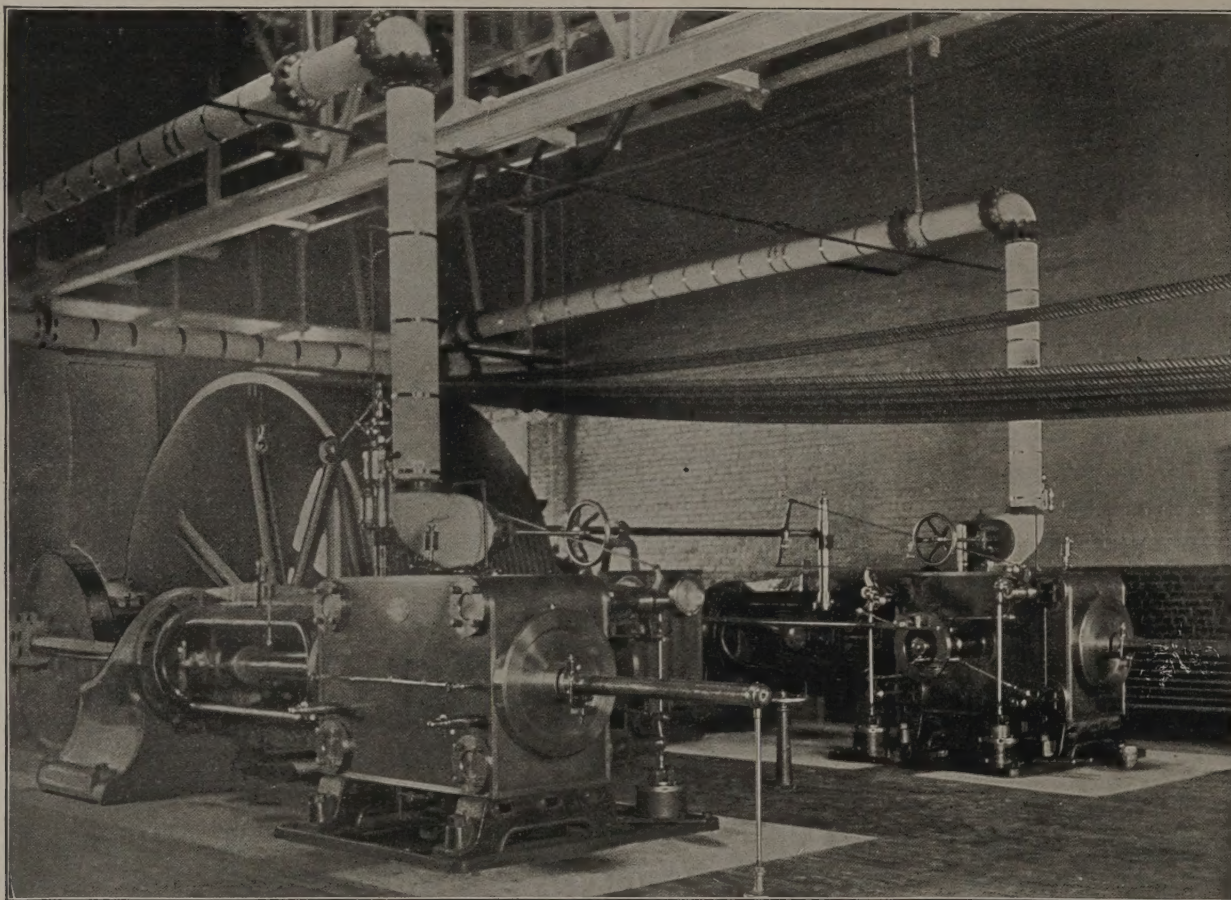
In this connection the following extracts from a communication to the Philadelphia Ledger of April 18 may be interesting. The writer claims to have,

may be used. He could take, in the first place, the cheapest varieties named in the specifications and fill out the entire number of packets of beet seed called for, and make a saving of \$755, or he might use either sugar beet or mangold wurzel seed, as all beet seed looks much alike, and make a saving of \$3,875. Applying the same rule to the other sorts, he could make a saving in every case of from a few hundred to several thousands of dollars, or a total of \$20,999 in the cost of the vegetable seeds alone. These figures are for the original contract as awarded, but I understand that the quantity was afterward increased 65½ per cent.

The proportion of saving or the value of the "selected variety" concession can be better appreciated when I state that the total purchase cost of the vegetable seed called for in the specifications would be \$79,635.40.

It is unquestionably true that the contractor would not in any case pay the prices at which I have figured the cost of the seed, but these figures do show that there is a wide range in the value at all times of the different varieties of the same kinds of seed, and the contractor could under the "selected variety" plan, use in every case that which is the cheapest irrespective of its quality or merits.

There are always in the seed trade odd lots of different varieties in excess of the legitimate demands of the business, which can be picked up at nominal



ONE THOUSAND HORSEPOWER TWIN CORLISS ENGINE IN THE ITASCA ELEVATOR OF THE C., ST. P., M. & O. R. R., AT ITASCA, WIS.

arranged for economical handling of grain throughout the house, the power plant also becomes an important part of the elevator's equipment.

An unusually serviceable and handsome power equipment is shown in the accompanying illustration. The engine shown is an improved Vilter Corliss and operates the C., St. P., M. & O. Railroad's Itasca Elevator at Itasca, Wis. It was built especially for the elevator by the Vilter Mfg. Co. of Milwaukee, Wis. The cut shows the interior of the engine room. The engine is of the heavy duty type. The cylinders are 24-inch bore and 48-inch stroke. The wheel is 18 feet in diameter and is provided with 26 grooves for 2-inch rope. The engine has been running steadily and takes care of its work in a perfect manner.

May Day came in at Quebec with a dock laborers' strike on, and 5,000,000 bushels of grain to load by the Great Northern during the season. The men refused \$12 per week wages.

The Winnipeg Grain and Produce Exchange Clearing Association has applied to the provincial government for a charter. This is part of the preparation Winnipeg is making to establish a speculative grain market.

and apparently has, technical knowledge of the seed business, and his attention having been called to the criticisms of the farce of this annual "distribution," he says:

I thought I would make an examination into the matter and see if there really was anything in the charges made. I was surprised at the result and the evidence of the loophole left wide open for the contractor to make use of the cheapest and commonest varieties of seeds he could buy in the market.

I have before me a copy of the specifications issued January 27, 1900, by the Department of Agriculture when asking for bids. These plainly state the particular varieties of each sort of vegetable seeds to be used and the number of packets to be put up from each pound or bushel of seed, as, for example, they call for an equal number of pounds of six varieties of table beet, four of cucumber, five of lettuce and so on through a list of ten sorts, the total number of packets to be put up being 13,936,000 of vegetable seeds.

I have before me also a number of packets of seeds distributed under this contract, and I notice the description and name of the contents read simply, "Beet, a selected variety;" "Cucumber, a selected variety," and so on through the list. This is directly at variance with the specifications referred to above, and, therefore, apparently a concession by the Department to the contractor.

Taking the wholesale trade list of one of the leading seed houses of New York City and calculating the value of the beet seed at the prices quoted for each variety called for, I find the total value to be \$6,475. Now, a "selected variety" might mean, that any variety the contractor should see fit to select

figures. Under the "selected variety" system these could be used, no matter what resemblance or want of resemblance they might have to the varieties called for in the specifications, as they all go out without any name or description.

From these figures, it seems to me that this concession of the Department to the contractor could be worth full 25 per cent on the total contract (\$108,000), over and above the legitimate profit which might be expected.

In this article I have spoken of but one of the concessions, apparently made to the contractor, but there seems to be another which is even more profitable, and that is in the amount of seeds in the packets distributed. The specifications call for a certain quantity of seed in each packet, stipulating as they do that a certain number must be put up out of each pound of seed. I find a very great variation in the amount of seeds of the same sort in different packets, and a decidedly less quantity in nearly all cases than the specifications call for, amounting in some cases to 40 per cent. This would yield a still further irregular profit to the contractor.

Evidently if the correspondent of the Ledger is correct in his position, a radical reform of some sort is needed.

The first grain charter of the season in Toledo was made April 13 by the Paddock-Hodge Company, when it chartered the steamer Elfinmere, Toledo to Buffalo, at the two-cent rate. The steamer loaded at Wabash elevator No. 4 and sailed on the 18th.

HENRY LICHTIG.

Henry Lichtig, secretary, treasurer and general manager of the C. A. Dayton Grain Company of St. Joseph and Kansas City, is probably the youngest man in the western grain trade in that capacity, being only about twenty-four years of age. Age, however, is of no consequence uncoupled with distinction for accomplishments, the latest baby and Methuselah having broken the records for age only. Mr. Lichtig is entitled to consideration, therefore, entirely on the score of what he has done in his short lifetime. Born in Zanesville, Ohio, in 1877, he received an education and then, in 1895, started



HENRY LICHTIG.

in as office boy for the Benton Grain Company of Kansas City. In 1896 he became bill clerk; in 1897 bookkeeper, and in 1899 was promoted to the general manager's place. This was a pretty rapid pace. for the company enjoys the reputation of being up in the top row of commission and elevator houses in the Western markets, but it shows that the young man has the right kind of stuff in him.

On August 1, 1900, the C. A. Dayton Grain Company was organized at St. Joseph, Mo., and began business with C. A. Dayton, president; Henry Lichtig, secretary and treasurer, and C. G. Benton, vice-president. Three months later, or November 1, in addition to his duties as secretary-treasurer, Mr. Lichtig was given the entire management of the company's business, which he has since conducted with marked ability and success. In St. Joseph the company stands among the highest, measured by the proportion of business received and shipments made. On January 1, 1901, the company opened a branch office at Kansas City.

The C. A. Dayton Grain Company are track buyers and receivers of wheat, barley and corn on commission. They operate through the Maple Leaf elevators at St. Joseph and at Kansas City, and have shipped wheat extensively to Northern mills and to Chicago for export, as well as done a large local trade to mills and feed men. The company has, in fact, enjoyed one of the largest lines of business done in the West this season. Of the company's high local reputation in the trade Mr. Lichtig might, without violence, improve on the diplomat's boast and say: "Most of which I am."

THE CEREAL CLUB.

W. F. Morgan, grain broker of Des Moines, very kindly sends a correction of the item in "American Elevator and Grain Trade" for April, giving a list of the occupants of the new building for the Iowa Cereal Club. As corrected the list is as follows: Armour Grain Company, Bartlett, Frasier & Co., Counselman & Co., Des Moines Elevator Company, Weare Commission Company, Harper & Co., Lockwood Grain Company, Merritt & Co., Northern Grain Company, McFarlin Grain Company, Bowen & Regun, Peavey Grain Company, A. R. Jones & Co., C. A. Tower and W. F. Morgan, representing Churchill & Co. and Churchill-White Grain Company of Chicago and Leishear & Co. of Baltimore. The Iowa Cereal Club, which recently enter-

tained the Iowa Grain Dealers' Association, will early in the fall entertain also the Grain Dealers' National Association, the directors of which have agreed to hold the annual convention in Des Moines.

ST. LOUIS ELEVATOR FIRE.

One of the largest recent elevator fires was that which destroyed the house of the St. Louis Elevator & Storage Company at St. Louis on April 7. After an extended investigation into the origin of the fire, which was thought to be incendiary, the insurance men have decided the fire was caused by sparks from a switch engine. The building was a total wreck, so that hardly 10 per cent salvage was obtainable. The insurance was \$90,000.

The loss on grain was enormous, reaching \$505,000. There were in the house 642,563 bushels of wheat and 109,000 bushels of corn, all of which was more or less damaged. This grain was bought by Brooks, Griffin & Co. of Minneapolis for \$60,600, who sold a part of it to the East Side Milling Company of Toledo. The corn was resold for \$10,000.

The elevator will probably be rebuilt, but formal announcement to that effect has not yet been made.

BANNING & SON, UNION, NEB.

Banning & Son (W. H. and W. B.), are successors to Du Bois & Son, having purchased the elevator property shown in the picture in 1896. The elevator was built in 1888, and under the management of Banning & Son is now handling from 250,000 to 300,000 bushels of corn and probably 15,000 bushels of oats annually.

The elevator is 32½x22½ feet on the ground and 45 feet high to top of cupola. The power house is 22½x27 feet, and the office and driveway 20 feet square. There are ten bins in the elevator holding from 600 to 1,400 bushels each, and three loading bins. The storage capacity is 10,000 bush-



BANNING & SON'S ELEVATOR AT UNION, NEB.

els. The power is a 4-horsepower Fairbanks-Morse Gasoline Engine. There is also crib room for 10,000 bushels of ear corn.

The machinery consists of one grain elevator with 6x6x12-inch cups, carrying 1,500 bushels per hour; one A. P. Dickey No. 1 Giant Cleaner; three sets of scales—one Howe Dump Scale, one Howe Platform Scale for ear corn, and one Fairbanks Hopper Scale.

Besides handling grain Banning & Sons deal in agricultural implements; and having the confidence of the farming community of Cass County, they are doing a very satisfactory business.

A Russian journal says that owing to the competition of Siberian wheat with that of European Russia, a railway tariff is to be made to divert the Siberian grain through Archangel to London.

JOSEPH E. BIDWELL, CHIEF GRAIN INSPECTOR.

On April 17, Governor Yates appointed James McKinney of Mercer County as railroad and warehouse commissioner to succeed Joseph E. Bidwell of Cook County, the latter gentleman being named as Chief Grain Inspector for the state to succeed E. J. Noble of Cook County. The appointments are based on "politics" alone, Mr. McKinney being the Governor's friend, while Mr. Bidwell is popularly credited as the protege of Hon. William Lorimer.

Mr. Bidwell was distinctly persona non grata to the Chicago Board of Trade, many of whose members and some of whose officers spoke of the appointment in the bitterest of terms. No effort was made by the board officially or by its members as individuals to oppose the confirmation of Mr. Bidwell, who is now chief inspector, having taken charge of the office on April 18.

BUFFALO ELEVATOR POOL.

The Buffalo elevator pool, officially known as the Western Elevating Association, has been continued for another year, ending April 15, 1902. Geo. F. Sowerby is president and Philos G. Cook, secretary.

The Association consists of the same elevators as were parties to the pool's agreement a year ago, excepting the Dakota and the Eastern elevators, which were burned during the year. Both are in process of reconstruction, and both will enter the pool as soon as again ready for operations. This for the Eastern will be in June and for the Dakota in August. Spencer Kellogg, who opposed the pool last year, is still out of it, having made no attempt to gain admittance.

The relations of the pool to the railways, especially to the New York Central, will be even more intimate this season than last, the road named having since navigation closed last fall come into possession by purchase of five pool houses, to wit, the two City and three Niagara elevators.

The elevating rate will be, as last year, one-half

cent per bushel, but the shoveling rate will be reduced ten cents.

On April 20, the scoopers (the International Long shermen's Association) and the Lake Carriers' Association came to an agreement for the coming season's work. All scoopers employed will be union men and may be discharged only for cause, of which the employe shall have notice; differences shall be arbitrated; should one gang quit a vessel, another gang may be sent to take their places; wages will be \$2 per 1,000 bushels except between 10 p. m. Saturday and 7 a. m. Monday, when the rate will be \$3; handling wet grain will be paid for at the rate of thirty cents per hour. Saloon influence is especially barred on both sides.

The National Grain Growers' Association has decided to hold the next annual meeting at St. Paul.

ANNUAL MEETING NEBRASKA GRAIN DEALERS' ASSOCIATION, HELD AT LINCOLN.

President George S. Hayes of Hastings called the fifth annual meeting of the Nebraska Grain Dealers' Association to order in the Lindell Hotel, Lincoln, at 10:30 a. m., April 16, with a good attendance of Nebraska dealers present.

After the reading of the minutes of the last meeting by Secretary A. H. Bewsher, G. L. Graham, chairman of the Receivers' & Shippers' Association of St. Louis, spoke upon the question of St. Louis weights. Mr. Graham explained the method of weighing at St. Louis and the plans looking to their improvement. The two inspections, one at St. Louis and one at East St. Louis, had something to do with the recent troubles in the weights. The committee had hopes that the Merchants' Exchange would comply with their request and establish a weighing bureau with supervisors, and thus assure correct weights.

Mr. Hayes: Is not a large amount of grain that comes to St. Louis weighed at East St. Louis, and what provision for correct weights have you made there?

Mr. Graham replied that the same provisions were made there as at East St. Louis.

Mr. Graham also said, in answer to a question, that wagon load charges for weighing amounted to but a small share of the St. Louis grain business, and that the cost of weighing and inspecting at St. Louis was paid by the shippers.

Secretary Bewsher read his annual report in part, as follows:

SECRETARY'S REPORT.

I take pleasure in submitting to you this, the third annual report of this Association, a pleasure because of the marked progress made notwithstanding the many disintegrating influences with which not only the individual members have come in contact during the past year, but the Association as well. I call your attention to these few exceptions to emphasize the progress made during the year. The condition existing to-day among the regular grain dealers is the envy of every unorganized grain producing state in the Union. Many times have I been opportunely by outside parties to outline the system by which this condition has been brought about, and while there are yet many differences continually springing up among us, it is only due to the members to say that in all but very few instances they are entitled to the credit of all that has been done.

LOCAL MEETINGS.

During the past year the plan of holding local or district meetings has been continued, but not with the same regularity as during the two years previous. The trade can be congratulated upon having reached a point where frequent meetings are not absolutely necessary for the preservation of harmony. Meetings have been held as often as occasions required them or whenever requested of this office. There have been many special meetings held; more, in fact, than in previous years, and by this I mean in parts of territories where a conflict would arise. The territory south and west from Hastings has been given little attention as far as these meetings are concerned, owing to the almost total failure of crops in that section. One or two attempts were made, but replies indicated that there was little or no necessity for meetings until another crop was raised. All of the divisions excepting these have been well and liberally attended in the main.

STORAGE.

The question of storing grain for farmers has become almost a dead letter in Nebraska business. There are still, however, one or two dealers who persistently refuse to discontinue this practice, notwithstanding the desire of their neighbors that they do so. I cannot help but believe they realize the injustice they are doing their neighbors, and continue this practice only for the purpose of wielding an advantage over them. It is, however, safe to say that less than two per cent of the dealers in the state are storing for the farmers for or without compensation.

WRITTEN CONTRACTS.

The subject of written contracts is not meeting with the same success as the storage question. Why, I cannot understand. It has always been brought up at the local meetings, and while the majority are favorable to taking written contracts, some even liberal enough to take them even where they could not see the advisability, there are quite a number who still refuse because, I presume, of the additional labor involved in putting the practice into execution. It would be no effort for all dealers to ask for and take written contracts. It is an extremely arduous one for part of the trade to introduce the custom while there are others who prefer to see the matter in another light. United action in this respect would combat all objections, but this united action thus far we have been unable to obtain.

INTERNAL REVENUE TAX.

As you have been previously advised, the documentary tax as affects bank checks, telegrams, bills of lading, etc., ceases upon and after July 1 next.

This action was brought about largely through the influence exerted through the national and various state associations, none of which, during the past year, lost sight of any opportunity to call the attention of their members in Congress to the injustice of this measure to the country dealer.

CLAIMS.

During the past year many claims were handled by this office. The number, I think I can safely say, was equal to that of any former year and greater from point of importance. Even this number would have been largely augmented had it not been necessary for us to suspend active operations during a part of the fall. I do not doubt but that there was some dissatisfaction among the members because of the apparent lack of activity at this time, but this course was suggested by your governing committee, they believing discretion the better part of valor during this period. Since January 1 I do not believe there has been a claim called to my attention that has not received action as quickly after its receipt as the work of the office would permit.

DUES.

You will notice from the accompanying treasurer's report that the outstanding dues on April 1 amounted to less than \$50. This is a showing of which we can well feel proud. Of this amount there is none older than the quarter just ending.

MEMBERSHIP.

Our membership has remained intact during the year, notwithstanding the fact of the failure in the west. There were during the year 59 new members accepted. These would have given us a reasonably good increase, considering the material still left for



PRESIDENT GEO. S. HAYES, LINCOLN, NEB.

us to work on, had it not been that many of the houses in the west were withdrawn because of crop failure by the operators until another crop could be gathered. These we will eventually recover.

BULLETINS.

During the past year there were issued by this office seven general bulletins and three crop reports. These were issued in conformity with the usual policy of the office to keep the dealers in touch with what was being done by the organization.

LEGISLATION.

During the late session of the legislature there were three measures proposed directly affecting the grain interests, all three of which were finally defeated. One with reference to a landlord lien law, another a sheller and thresher's lien law, and the third a measure to create a state board of inspection and weighing. This latter measure will be referred to later in this report. The first measure all are generally conversant with, as I issued a circular setting forth the interest every regular dealer had in this proposed measure, and asked the assistance of the individual dealers to enlist the influence of their representative in the Senate. As a result of concerted effort on the part of some fifteen or twenty who actively interested themselves in the matter, the measure was killed in the Judiciary Committee of the Senate, thereby freeing you from legislation that would have been burdensome in the extreme had the measure become a law. It would not be out of place, perhaps, to mention here a condition discovered in connection with this effort. I do this in the hope of impressing upon the members the importance of cooperation where asked in matters of this kind. After this measure was finally disposed of I was curious to learn how much assistance we had received from the individual dealers along this line. I find that in many instances the dealers, after reading the circular, consigned it to the waste-basket and never even took the trouble to write their representatives, asking them to use their influence against the bill should it come up for passage. I call your

attention to this to show the lack of interest shown by some members in efforts being put forth in their behalf. What is being done by this office is for you. It is characteristic of some of the dealers to expect much and do little; in fact, some of them seem utterly powerless to make an effort in their own behalf, even when the nature of that effort is suggested to them. Lack of spirit and lack of interest is shown in many like instances, and it is a most difficult matter for your officers to accomplish much for you while this spirit prevails.

RECOMMENDATIONS.

For the purpose of improving the value of the Association to the individual members, and with a desire to have certain matters explained to me, so that I would have no hesitancy in knowing how to act, and will have your authority to act, I have embodied in this report a few suggestions upon which I would urge some action being taken. These are as follows:

What is the meaning of Section 1, Article 2, of our Constitution, bearing upon regularity? This section reads as follows: "Any person, firm or corporation conducting a reputable, regular and continuous business of buying and selling grain, and having proper facilities for handling same, may be admitted to membership in this Association."

This is the only section in our constitution and by-laws from which any idea as to what constitutes regularity can be derived. In the past this has been interpreted by me as meaning that any firm or corporation owning and operating an elevator, so situated that they could load directly from elevator into cars without the assistance of wagons or scoop shovels, was regular. In several instances during the past year, I have been urged by those interested to exclude or class as irregular some dealer or dealers at a local point having all the necessary facilities, but for the time being were perhaps handling their business in a manner not to the liking of those competitors. To make myself more explicit, I have had one dealer at a point come to me and suggest that John Smith be declared irregular because John Smith and that dealer might be having local trouble at that time. I have refused to do this, believing that the conduct of the dealer is not so essential to his basis for regularity as the nature of his facilities; also for the reason that we have built up an impression among the bidders that our only requirements for a dealer to become regular is that he should have proper facilities for the handling of his business. I think we would be treading on dangerous ground if we were to expect the receivers to consider a man irregular because he did not happen to conduct his business in accordance with the ideas of his competitor, and I do not think it is the intention of the Association that this article of Section 1 should be so interpreted. I desire to conform to the wishes of the Association, however, in this matter, and would ask that if it is your desire that the latter construction apply, that you will amend this article so as to make our action consistent.

Another idea that has suggested itself is as to the number of requests necessary from any one division before it shall be the duty of the secretary to call a meeting of that division. Heretofore, I have called meetings whenever asked; very often at the request of only one person. In several instances I have been censured for doing so. In order to place the matter in better form, it would perhaps be well for the Association to outline how many signers, if you will, be necessary before a special meeting of any one division is called by the secretary. It is not the intention of requiring signers for a meeting that is likely to be called during regular intervals, but often it will happen that a meeting will be held in a division to-day, and perhaps in a week a request from some one dealer in that section will come, asking that another meeting be called immediately.

Another matter is one which I have called to your attention before, that of dealers not listing with us their entire line of houses. Article 5, Section 3, of our Constitution requires that each member shall file with the secretary a list showing the full number of stations operated in the state by that member, such list to be the basis of monthly assessments against such member. Our present membership represents in the neighborhood of 750 elevators, but we have listed with us only about 650, a discrepancy of about 100; 50 of these can be accounted for as having previously been listed but withdrawn because of the crop failure in the southwest; the other 50 are in operation and receiving the benefit of the Association without paying their just proportion of the expenses. I have taken this matter up with the operator in many instances; some have absolutely refused, others have become indignant, and still others refer me to so and so who is not listing his entire line. A few threaten to withdraw from the Association, if obliged to list all of their houses; one or two claimed an agreement with the previous secretary that they would not be expected to list all of their houses. There are a few of the excuses set forth for not doing so, and inasmuch as the majority of those operating more than one house are paying on all of their houses, it is only justice to them and to the single house man as well, who is paying full value for his service, that I call this matter to your attention, and beg some determined action. Either all should list their entire holdings or none be expected to do so. I personally cannot very well afford to crowd this matter without special authority from you.

During the past few days a suggestion has been made which is perhaps entitled to your consideration, as it is a matter of considerable importance to the country dealer. As advised, an attempt was made by the last Legislature to create an inspection and weighing bureau by the state. This attempt failed and leaves the state without any public supervisor of this department. It has been suggested that since this organization is deeply interested in this question and since it is a non-political organization, that an inspection and weighing bureau, created under the supervision of the Association, would perhaps be even more satisfactory to the trade at large than one

controlled either by the state or separate markets. I understand the various markets in the state, where the service of an inspector would be required, have been unable to get together and select a chief, and it was for this reason that it was suggested that the Association take the matter in hand, and, if deemed advisable, they appoint a chief upon whatever plan devised by the organization. The matter is offered to you for your consideration, and it is entirely in your hands. I would suggest some action before adjourning.

Another change I would suggest in our constitution and by-laws is that in Section 2 of Article 4 of the by-laws. As this section now reads dues are payable quarterly in advance. I think it would be advisable to make these dues payable semi-annually in advance, thereby saving the Association some \$30 to \$40 per year in postage. The organization is no longer an experiment but has become a permanent fixture, and I do not think there are any who would object to paying these dues six months in advance instead of three. I know that these frequent due notices are an annoyance to many, and there are some who would prefer to pay in larger amounts and less frequently. I suggest this for your consideration, and if any change is made, would ask you to amend this section and article of our by-laws.

Before concluding I would beg to call your attention to the very valuable assistance rendered us during the past year by practically all of the railroad companies in this state. There have been extreme cases where your Association could have done little, if anything, but for the timely assistance of the railroads. There is not one of them to-day that is not interested in our work, and interested in the individual dealers to a greater extent than before known. There are few associations in the country sharing equally as friendly a feeling from the railroads as do we, and I believe them justly entitled to our hearty thanks.

I also wish to thank the members for the able assistance rendered me during the past year. With the exceptions previously spoken of I feel that I have had the cooperation of the majority. Whatever work is accomplished by the organization must come through the members. Your secretary would be powerless to do anything for you without a cooperative spirit being shown by you. All have been reasonably prompt in replying to due notices when sent, and with a continued feeling of cooperation on the part of all, much success will be accomplished for you. I thank you in behalf of the rest of the officers, as well as myself, for the consideration shown us during the past year.

TREASURER'S REPORT.

RECEIPTS.

Balance on hand April 1, 1900	\$1,755.38
Dues	3,837.15
Application Fees	155.15
Interest on \$1,000 at 2%	20.00
Advertising, \$202.50; less cost of publication, \$102.00	100.50—\$5,868.48

DISBURSEMENTS.

Exchange, Collection, Etc.	49.50
Rent	112.50
Printing and Office Supplies.	153.64
Governing Committee Expenses.	31.95
Legal Advice	200.00
Postage	307.32
Traveling Expenses, Secretary.	307.70
Stenographer's Salary	480.00
A. H. Bewsher's Salary.	2,400.00
A. H. Bewsher's Back Salary.	300.00
Balance	1,525.87

\$5,868.48

Amount of dues outstanding April 1, 1901. . . \$45.50

B. A. Lockwood, President of the Grain Dealers' National Association, read a paper embracing the work of that body and giving reasons why it should have the support of the various state associations.

A. B. Jacquith, Omaha: I think we should lend all assistance possible to the National Association but think it would not be wise to join the association as a body. Members of our Association have the privilege of joining the National Association singly if they wish to do so.

Mr. Spencer moved that a committee of seven be appointed to nominate officers for the ensuing year.

President Hayes declining to appoint the committee, the following were nominated in open meeting; A. B. Jacquith, U. P. R. R.; H. O. Barber, B. & M.; F. P. Lint, M. P.; J. W. James, St. J. & G. I.; J. W. Holmquist, O. R. R.; J. H. Steinmeyer, C. R. I. & P.; F. Fowler, Elkhorn.

An adjournment was taken until 2 p. m.

TUESDAY AFTERNOON.

President Hayes called the meeting to order at 2 p. m. and introduced George A. Wells, Secretary of the Iowa Grain Dealers' Association, who said: In our state we have followed along the line of your Association, but I was surprised to learn from your secretary that you had money out at interest. Our delegation from Des Moines, I am going to say frankly, is here in the interest of the National Association. We are glad to work with the Nebraska Association, also with the National As-

sociation. I think we need the help of the National. The financial part of the scheme is very small, and affiliating with the National will in no way interfere with the work of your Association. The various secretaries of the state associations cannot be running around to the terminal markets to correct abuses. This could be attended to by one man who had back of him the authority of all the associations. We certainly ought to unite under one head to correct abuses at central markets and maintain and preserve a healthy status in the grain trade.

G. A. Stibbens, Coburg, Iowa: It gives me great pleasure to attend your meeting. I cannot say, as does Secretary Bewsher, that our Association is busy cutting off coupons, for the amount in our treasury is always very small. Your Association has grown into a live body, but do not think your work is finished. If you hold back a few months you will see what will become of your organization. I think you will yet find a need for the National Association.

D. A. Hunter, Hamburg, Iowa: We are here in the interest of the National Association. I hope to see the subject thoroughly discussed. The ques-



SECRETARY A. H. BEWSHER, OMAHA, NEB.

tion of affiliating with the National Association has been affirmatively voted upon at other associations, and I should like to see it pass at this meeting.

W. H. Chambers, Chicago: Receivers are now confining their business to regular grain dealers. The various commission merchants recognize that organization will promote better business relations. We have had a large number of requests from Iowa not to bid this or that dealer. I find sometimes at the close of the month that there has been an overdraft. Then troubles arise. We take the matter up with the local secretary. He cannot do very much. Then we take it up with the arbitration committee. All this takes time and labor. Affiliation would lead up to a federated arbitration board. Then bulletins that the arbitration board would publish would make it almost impossible for a company or firm to go against it. It would consequently be a great power in the trade.

Capt. M. T. Russell, Des Moines: If organization is good in a small district, why isn't it a good thing over all the United States? I have been in the grain business about 35 years. In my day, before associations began to be formed, it wasn't so much a question of how much money do you make, as it was of how much do you handle? Grain men will have a great influence if all the organizations in the country affiliate with the National Association.

M. McFarlin, Des Moines: I think that every one who knows the Des Moines crowd knows that we are in favor of the National Association, but if the Nebraska dealers are not yet ready to join we will wait until they are.

Frank Fowler, Fremont: When I came here this morning I was, for the most part, in favor of going into the National, but I am less in favor of it now. In any trouble between a terminal market and receiver, I think that in 90 cases out of 100, when difficulties arise, the parties can settle their troubles themselves. If they cannot, let them go to an arbitration committee—after that go into the courts. That's what courts are for, after all. The principal work of a state association is harmonizing matters among its members. I think it would be better to have the secretaries of the various associations take up matters of interest at terminal markets. I do not want to see any change made unless it is to the interest of our Association.

C. McConoughy, Holdrege: It seems to me this matter has been sprung rather suddenly. After listening to the various preceding speakers I have asked myself where this comes from. Do we want to go in or do the other associations want us to come in? Any member has the right to join if he wants to do so. There are 700 elevators in this Association, and I do not think that we have a right to force them into the National Association. I think that we should go slow. I think that, after listening to a lot of eloquence, if we go in a rush to the National, we will make a great mistake. We started our organization between the railroads and the farmers. Entangling alliances are bad things. If we want in, I believe the door will open to us next year. If we go in, let us go in next year with our eyes wide open, but don't let us jump in.

O. A. Cooper, Humboldt: I came here opposed to joining the National Association, and I am more against it now than I was before.

C. J. Railsback, Ashland: I move that the Nebraska Grain Dealers' Association do hereby agree to aid the National Association in every way we can as individuals, but that we do not deem it policy to make it obligatory for this Association as an association, to become members of the National Association. The motion prevailed.

A. B. Jacquith, referring to the question of weighing or grading of grain, said that he thought this was not a subject for the Association to deal with.

Mr. Levering: I favored at one time the idea of the Association taking some action upon weighing and inspecting grain, but now believe with Mr. Jacquith that it should be left to the Omaha Board of Trade.

President Hayes introduced the question as to what constitutes a regular grain dealer.

Secretary Bewsher: I have been asked in certain cases to define a dealer in certain localities. Those whom I sometimes deem regular are not thought so by others. I am, therefore, in a dilemma in the matter. Let us be consistent. If our by-laws do not cover the ground on this question, let us change them.

A. B. Jacquith moved that the question be indefinitely postponed.

J. H. Currie, Bradshaw: I move that it be the sense of the Association that we sustain our secretary in his interpretation of the two articles of the constitution referred to.

Mr. Fowler moved to amend the motion by leaving the interpretation of the two passages to the governing board. The motion carried as amended.

W. H. Ferguson moved that the dues of the Association be paid semi-annually in advance. Carried.

A motion prevailed, made by Mr. Fowler, that the secretary be instructed to list every house of each member and charge the regular dues on each house.

A. B. Jacquith, chairman of the nominating committee read the following report:

For president, George S. Hayes, Hastings; vice-president, T. W. Smith, McCool Junction; secretary and treasurer, A. H. Bewsher, Omaha; governing

committee, J. W. Holmquist, Oakland; C. H. Torpin, Oakdale; T. D. Worrall, Lincoln.

Mr. Jacquith moved that the secretary be authorized to cast the unanimous ballot of the Association for the officers named. Carried.

A vote of thanks was tendered to the officers of the Association for the efficient manner in which they conducted the affairs of the Association during the past year, to the Iowa dealers for their attendance and to Floyd J. Campbell & Co. of Omaha for furnishing market reports during the sessions.

The convention then adjourned.

LINCOLN ECHOES.

The "American Elevator and Grain Trade" was represented by John E. Bacon.

M. M. Snyder, Des Moines, represented the Barnard & Leas Mfg. Co., Moline, Ill.

The former preocious Nebraska Association infant to Papa W. H. Chambers—I'm getting a big boy now.

Des Moines, Iowa, sent some of her most prominent dealers. They were: Capt. M. T. Russell, B.



R. H. WOLFF.

A. Lockwood, Lee Lockwood, J. W. Chambers, M. McFarlin.

D. Hunter, Hamburg, Geo. A. Stibbens, Coburg, and Geo. A. Wells, Des Moines, representing two Iowa associations, came out to see how things were done in Nebraska.

Kansas was represented by F. P. Lint, representing the Greenleaf Baker Grain Co., Atchison; R. F. Antle, of S. A. Washer & Son, Atchison, and B. D. Williams, Highland.

Commission men from Missouri included G. L. Graham and S. T. Marshall, of G. L. Graham & Co., St. Louis; D. L. Croysdale, of W. E. Croysdale & Sons, Kansas City; Henry Lichtig, of the C. A. Dayton Grain Co., St. Joseph; J. N. McNees, representing the J. H. Teasdale Com. Co., St. Louis.

There came out from Omaha E. E. Clancy, representing M. C. Reynolds & Co.; F. A. Gritzner, representing the Dayton-Wooster Grain Co.; Geo. H. Lyons, representing the Armour Grain Co.; S. J. Brown, of the Trans-Mississippi Grain Co.; Floyd J. Campbell, of Floyd J. Campbell Com. Co.; M. C. Hobart, representing Carrington, Hannah & Co.; Thos. F. O'Leary, representing W. H. Merritt & Co.; C. P. Peterson, representing Omaha Elevator Co.

The following grain dealers were present: L. L. Coryell, Brock; George S. Hayes, Hastings; Frank B. Bailey, Glen Rock; El. D. Kingsley, South Platte; T. W. Smith, Hastings; J. D. Lemmon, Ulysses; J. M. Elwell, Springfield; A. B. Jacquith, Omaha; W. S. Power, Humboldt; J. H. Steinmeyer, Clatonia; Edward C. Van Allen, Platte Center; H. C. Calkin, Wabash; W. M. Bruce, Bertrand; J. H. Currie, Brad-

shaw; E. D. Foster, York; H. H. Bartling, Nebraska City; W. H. Irland, Berlin; Wm. Gehrts, Murdock; Joseph Tighe, Wabash; W. A. Tarbell, Marquette; P. S. Heacock, Fall City; J. W. Anderson, Holdrege; G. J. Rallsback, Ashland; R. C. Gould, Bellwood; T. M. Wright, Fairmont; W. C. Moore, Ohio; Robert Beckord, Waco; J. M. Cox, Hampton; H. O. Barber, Lincoln; J. Delaney, Harvard; A. H. Denison, Elmwood; F. Fowler, Fremont; D. Holland, Bellewood; Arthur White, Friend; L. Spelts, Ruby; J. M. Sewell, Hastings; J. Ostenburg, Wahoo; B. Festner, Omaha.

R. H. WOLFF.

If it is good to "begin at the bottom," there are any number of people who are getting the good out of life all the time. Fortunately, there is in this country no limitation on a man who is working toward the top, save those which come from lack of education, energy or ability, and all of these may be improved by cultivation; and nil desperandum is peculiarly an American trait, whether one's Americanism is inherited or acquired.

R. H. Wolff's ambition is to become a first-class grain merchant, and although he started well handicapped, he is in line of promotion toward that goal. Born in Germany on June 8, 1871, the poverty of his parents deprived his early years of the education the boy so keenly desired; but at the age of thirteen he got a place in a store in his native land which gave him the opportunity of going to night school, which he embraced with profit. At seventeen he made up his mind that America was the place for him; but on his arrival in this country he found it necessary to go to a farm to find work. His second year was spent in a store in Madison, Ill., and the next five years on a farm in Minnesota. Family affairs then brought him again to Illinois, where he secured the position of manager at the Hudson station for the Hasenwinkle Grain Company of El Paso. Later on he was given the station of the same company at Kerrick, Ill., and four years later that at Normal, Ill., where he now is. This elevator his principals recently purchased from Smith & Evans, and is a much more important place than any Mr. Wolff had previously held under his present employers. A man who has been able to satisfy his principals so well thus far as to merit two promotions at their hands, may fairly be said to be "on the firing line," where the chances for further rewards are within easy reach.

WESTERN INDIANA GRAIN DEALERS' ASSOCIATION.

A meeting of the Western Indiana Grain Dealers' Association was held at the Lahr House, Lafayette, Ind., May 3, at 1:30 p. m.

The meeting was called for the purpose of hearing from the special committee appointed at the last meeting and to take action on the matter in their hands.

President W. R. Breckenridge called the meeting to order at 2 p. m., and D. P. Simison was appointed secretary pro tem.

The report of the committee composed of Senator Wolcott of Wolcott, John Barnard of Fowler and J. M. Brafford of Frankford, was read and after a thorough discussion, on motion of W. W. Alder of Lafayette the questions involved were referred back to the original committee with instructions to bring in a recommendation on same to the annual meeting in June.

The following dealers were among those present: W. R. Breckenridge, Kankakee; C. B. Applebee, Circleville; W. W. Alder, Lafayette; B. F. Crabbs, Crawfordville; J. F. Simison, Romney; D. P. Simison, Romney; Bennett Taylor, North Raub; Edward and Sylvester Taylor, Montmorence; John Ross, Lafayette; R. M. Wilkinson, Stockwell; John M. Lutz, Lafayette; J. F. Barnard, Fowler; H. J. Caldwell, Earl Park; T. H. Dixon, Ambia; J. F. McCormick, Ambia; B. Price, Crawfordville; Frank Samuel, Boswell; J. M. DeRhode, Lafayette.

The "American Elevator and Grain Trade" was represented by John E. Bacon.

MORE TERMINAL ELEVATORS.

On April 27 President Stuyvesant Fish announced the immediate erection of a 500,000-bushel elevator at Stuyvesant docks, New Orleans, and the doubling of the Illinois Central Railroad's facilities at that terminal.

The Spencer Grain Company has purchased three blocks of land in South Minneapolis on which it will erect a grain elevator with a capacity of about 1,000,000 bushels. It will be used principally for the storage of barley.

The Cleveland Grain Company of Cleveland, Ohio, has made a contract with Barnett & Record Company of Minneapolis for the erection of a wooden elevator at Cleveland, with 700,000 bushels' capacity, and an extension of the company's present working elevator.

On April 23 the Canadian Northern Railway Company closed a contract with J. A. Jamieson of Montreal for the erection by the latter of a 1,500,000-bushel elevator at Port Arthur, Ont., at a cost of \$300,000. Work will begin at once in order to have the house ready for handling the next harvest.

The Choctaw Mill and Elevator Company of Oklahoma City will erect an elevator in Memphis, Tenn., in the south yard of the Choctaw, Oklahoma & Gulf Railroad. It will be a cleaning and transfer house, to cost from \$40,000 to \$50,000. The storage capacity will be 100,000 bushels. It is expected to have the elevator ready for use in July next.

TL ELEVATOR COMPANY.

The elevator of the TL Elevator Company of Wichita, Kan., was erected in 1900, and is equipped with the latest machinery for cleaning and handling



ELEVATOR OF THE TL ELEVATOR CO., WICHITA, KAN. grain in transit. Its capacity is eight cars daily; the storage capacity is 30,000 bushels.

The elevator is located on the right of way of the C., R. I. & P. Ry., within the city limits. It has among other machines a 42,000-pound Howe Hopper Scale, 50-horsepower steam engine, etc.

The TL Elevator Company, of which J. E. Liggett is president and manager, operates elevators in Kansas and Oklahoma, and buys and sells in car lots, making milling wheat a specialty.

Thrashing and seeding on the same farm has been not an uncommon sight this spring in North Dakota. Many farmers preserved their flax from the heavy rains of last fall and the snow of the past winter by stacking it in good shape, and they have been thrashing it and getting a goodly amount of seed out of it and it proves to be a good quality, bringing \$1 to \$1.25 per bushel.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

SOME INTERIOR POINTS VERY BAD.

Editor American Elevator and Grain Trade:—We find no reason to complain of Chicago weights or those of Philadelphia, but some interior points are very bad, while others are all right.

Yours truly, J. M. MURRAY & CO.
Eureka, Ill.

EAST AND SOUTH ALL RIGHT.

Editor American Elevator and Grain Trade:—The terminal weights and grades in Philadelphia, Baltimore, New Orleans and Chicago have all been very satisfactory to us. The other markets we have not been using this year, therefore we are not in a position to state as regards them.

Yours truly, MATTOON ELEVATOR CO.
Mattoon, Ill.

NEW ELEVATOR AT FLUGSTAD, IOWA.

Editor American Elevator and Grain Trade:—As an item of news, would say that we are going to erect an elevator at Flugstad, Iowa, this season. It will be an exact duplicate of the one here at Lehigh, as shown on page 305 of the "American Elevator and Grain Trade" of January 15, 1900.

Yours truly, GEO. W. POST & SON.
Lehigh, Iowa.

WESTERN WEIGHTS ARE SATISFACTORY.

Editor American Elevator and Grain Trade:—We have not shipped any grain east of Chicago this season, and are therefore unable to state in regard to eastern weights. Our weights at Chicago and Milwaukee are satisfactory. There is a splendid outlook for wheat and oats in this section.

Yours truly, NELSON & KETELS.
Bee, Neb.

BETTER FEELING BETWEEN FARMER AND DEALER.

Editor American Elevator and Grain Trade:—We are in favor of taking the farmer into our confidence and inviting him to meetings and discussing with him freely the evils of the grain business, as we think it would create a better feeling between the farmer and the grain dealer. Furthermore, we think it would dissipate some erroneous ideas that exist, and that both would understand each other much better.

Yours truly, J. W. THORNTON & SONS.
Gardner, Ill.

SHRINKAGE OR STEALAGE?

Editor American Elevator and Grain Trade:—In regard to terminal markets, my experience with Eastern points has been very limited, the unsatisfactory weights causing the limit; and the shrinkage has been too much at lake ports also. Our experience with the Glucose Company and the American Cereal Company has been very satisfactory; but outside of these two firms we have been in the habit of calling the shrinkage "stealage," as it usually has run from 1,000 to 3,000 pounds.

Yours truly, R. R. SMITH.
Traer, Iowa.

AN EASTERN EXPERIENCE.

Editor American Elevator and Grain Trade:—We have had no differences on weights in the Eastern markets in a long time, and as we buy nothing from the West, and, of course, do not ship in that direction, we know nothing about weights there. The only place where we have had any cause for complaint is in Richmond, Va., and for the time being we have given that market the go-by, as grain is just as liable to fall short from 20 to 40 bushels as it is to hold out to within ½ of 1 per cent. We have weighed grain here on our track scales the same day and forwarded one car to Richmond and another to another point, and the one to Richmond would be almost invariably short, while the other would be all right at the other point. We have positively refused to sell Richmond

excepting that our weight at this end shall govern the settlement.

Yours truly, SCIOTO GRAIN CO.
Chillicothe, Ohio.

A CORRECTION.

Editor American Elevator and Grain Trade:—I received your paper this morning and see a notice in it that O. P. Beale & Co. succeeded O. P. Beale, grain dealer, at Bagley, Iowa. This is a mistake, as O. P. Beale is dealer in grain at Bagley, Iowa, and the grain business at Tama City is run by O. P. Beale & Co. Please correct this in your next number.

Yours truly, O. P. BEALE.
Bagley, Iowa.

BAD FIRE AT BATTLE CREEK.

Editor American Elevator and Grain Trade:—Our transfer elevator here at Battle Creek was entirely destroyed by fire on the morning of April 17. It contained 30,000 bushels of wheat, 2,000 bushels of corn, 3,000 bushels oats and 800 bushels rye, also one car of beans and some clover seed. Was fairly well covered by insurance. We will probably rebuild the plant.

Yours truly, McLANE, SWIFT & CO.
Battle Creek, Mich.

CANAL MUST BE DREDGED.

Editor American Elevator and Grain Trade:—I hope that the Illinois and Michigan Canal will be made available at once. The superintendent and his assistants should be practical river men, with a knowledge of navigation, and should be good business men also. I think some dredging would be necessary in the canal, as well as in the river as far south as Henry, Ill.

Yours truly, GEORGE BEYER.
De Pue, Ill.

EXPERIENCE WITH WEIGHTS.

Editor American Elevator and Grain Trade:—We have generally been well pleased with the weights of our corn in Detroit, Toledo, Cincinnati, Louisville, Philadelphia, Buffalo and Baltimore. We have had the largest number of heavy shortages in New Orleans and St. Louis, Mo. St. Louis weights, however, are not of recent date—they are several months old. We have not tried anything there lately to amount to anything. Last weights in Chicago pleased us. We have not been pleased with the weights on oats at Louisville, Ky., and Cairo, Ill.

We think that the country dealers need representation through the National Association in all of the markets, to be paid for so much per car. We are willing to pay our pro rata of same in markets where we ship stuff to have weights and inspections looked after closely. The leakage of profits through shortages is where the heaviest drain comes to country shippers. We get the best weights in Detroit, from Shellabarger Milling Company, and Pratt of Decatur, Ill., of anywhere in the United States.

Yours very truly, E. R. ULRICH & SONS.
Springfield, Ill.

THE CANAL QUESTION.

Editor American Elevator and Grain Trade:—Referring to the Illinois and Michigan Canal question, I beg to state that there was a contract between the sanitary district of Chicago and the Canal Commissioners, whereby the district was to pump water into what is known as the summit level for all time. The attorneys of the sanitary trustees told them they had no right to enter into such a contract; consequently the sanitary trustees abrogated the contract and were about to stop the pumps. The Canal Commissioners served an injunction on the sanitary trustees to prevent them from stopping the pumps. The case was argued before Judge Dunn. The decision of the court was in favor of the Canal Commissioners. The case was then appealed to the Supreme Court of Illinois, where it now is. That court has not yet given its decision. In the meantime the sanitary trustees stopped the pumps last fall and they have not yet started. As a precaution, the Canal Commissioners have gone before the Legislature and asked for an appropriation in case the decision should be against them. The bill, which is to appropriate \$150,000 in aid of

the canal, has been favorably acted on by the House committee. At the present time we have no water in the summit level to float boats.

Yours respectfully, H. J. HOGAN.
Seneca, Ill.

WEIGHTS AND GRADING AT CHICAGO, ETC.

Editor American Elevator and Grain Trade:—So far we have had but little experience with any markets except Chicago and Milwaukee, and find the weights very fair. We think, however, that the grading is rather more liberal in Milwaukee than at Chicago. That has been our experience, at least. The few cars shipped to Cincinnati were not highly satisfactory, in either weight or grades. Aside from this, we have had no experience practically.

Yours very truly, PINE ISLAND FARMERS' ELEVATOR CO.,
Per M. E. Billings, Manager.
Pine Island, Minn.

A PROSPERITY LETTER.

Editor American Elevator and Grain Trade:—It seems to me that the grain dealers of the country are certainly living on easy street, and I think that it is every dealer's wish that this condition of affairs should continue. It has not been without a great deal of trouble, work and worry that the business of the grain dealer has been brought where it is, and what the individual dealer must do now is to see that we take no backward steps, that we maintain our present position.

As long as association work continues I believe there is very little danger of our former bad conditions appearing again. We have gained the confidence of the farmers, for we have demonstrated to them that under association work we can pay a better price for grain than we could before organization became so general. The railroads are working with us and the terminal markets are showing a disposition to do all in their power to conduct the business of such markets in a fair and honest manner.

I renew my subscription to the "American Elevator and Grain Trade" and wishing you success,
Very truly yours, D. N. R.

GRADING NEEDS REFORMATION.

Editor American Elevator and Grain Trade:—Referring to the matter of weights, the only seaboard market we have used in several years was Baltimore, to which we shipped probably 100 cars during the months of December, January and February last. The weights were quite satisfactory.

You must remember that most terminal market people consider it righteous to take anywhere from one to three bushels to the car, and admit that they do that, but claim that it is to cover the shrinkage on account of dust and other imaginary things that corn may be mixed with. Therefore, out of custom, we consider weights fairly good when shortages stay within this limit. We call them bad when shortages range from this limit up to ten and 25 bushels.

It has been our good fortune in the past several years to sell the major portion of our corn to Decatur mills, it being white, and to Detroit-Decatur principally, and some to East St. Louis mills. These sales, you will understand, are what we call private, not having any of the features connected with them in the sense that grain going to market has. It is simply individual dealing, and we have always found weights good in selling to mills, whether corn mills or wheat mills.

Our understanding is that seaboard markets have always been better than some of the interior markets, especially such as are denominated "accumulative"—Chicago, for instance, with large elevator capacity. These markets heretofore have been the worst in our experience for bad weights. Toledo weights are very bad. St. Louis has been very bad, but has improved recently. No doubt you know that some two months ago a crusade was made in St. Louis by the presidents and secretaries of all the western associations, including the Illinois and the National, and the work of investigation and reformation was commenced, and we have been informed a number of times that good work

is being done, and we have found that our own weights are much better.

We have not shipped anything to speak of to Chicago in several years. The inspection in that market seems to have retrograded to such an extent that it is conceded to them a privilege to grade anything in the grain line No. 3 or lower. But the question of weights is one that improvement is being made in gradually in nearly all markets. We believe the greatest need of reformation at this time is in grading.

Very truly yours,

PRATT-BAXTER GRAIN CO.

Taylorville, Ill.

ARBITRATION.

[A paper read by G. A. Stibbens, secretary of the Grain Dealers' Union, at the annual meeting of the Iowa Grain Dealers' Association, at Des Moines, on April 25.]

Having been present when this organization was born, it gives me great pleasure to meet with you to-day. No organization of the kind was ever organized under more favorable circumstances than yours. As you all remember, you started with about one hundred charter members, which fact surprised even yourselves. All over your territory a mighty need for an association had sprung up, and when your call for a meeting was sent out, dealers from all over the state responded in person ready to formulate the idea into a living reality. How well you have succeeded is fully demonstrated by the living witnesses here assembled. On the start you grew so fast that your board of directors could not furnish a man with caliber enough to look after your interests, but by careful search they did secure a man who was equal to the occasion and elected him secretary, and he went to work with a vengeance, which accounts for your great success. The present officers of your organization are no longer an experiment, and you will make no mistake by reflecting them.

Arbitration, the subject I am to talk about, is as old as time itself; and I am of the opinion that I can give you but little new light on the matter. The only experience I have had with arbitration has been in fixing up differences with country dealers principally; but in one or two instances I have been called upon to settle differences between shippers and receiver; and I must say it is a very delicate matter to decide between two parties who are in a controversy, because someone always feels he has not had fair treatment. But when two parties agree to arbitrate, they should not feel aggrieved over the decision, whatever it may be.

We find in association matters that it is absolutely necessary to arbitrate differences in order to promote harmony. The governing committee, or board of directors, of each grain organization should be empowered to settle all disputes brought before them, and their decision should be final. Men who compose these boards of arbitration, or boards of directors, are and should be the very best business men in the association, and usually are men of fair minds and competent to settle all the questions that may arise; and if their decision is not final, what is the use of having this board? If your members can play fast and loose, with nothing to bind them, what can you accomplish? If a member can appeal from the governing committee to the association, and you bring these matters of difference up in your general meetings, you will learn that the effect will be very demoralizing, and your meetings will drift into bitter argument which will undo all the good you have accomplished in a year.

I am not guessing at this, but speaking from experience. You will have trouble with some of your members, but when you do, take it before your governing board and fight it out, but keep it out of your general meetings. No doubt you have some members who find fault with everything, and are not disposed to be governed by any rules you may make; and if you have, these are the people you must compel to arbitrate their differences, as this is the only way a grain organization can settle its disputes. If you have a member who will not submit to arbitration, expel him and treat him as a scalper. You may consider this would be harsh

treatment, but you will find it necessary in obstinate cases. A dealer who is a member of an association and not willing to be governed by a majority vote is not worthy to belong to any grain organization.

Before you adjourn, you should vote full authority to your governing board over all disputes brought before them to be decided upon, and that their decision shall be final.

I do not wish to have you understand that you can compel any person legally to arbitrate a difference, but I desire to have you understand that your organization, or any other, can formulate a constitution and by-laws wherein they may prescribe suspension or expulsion for violation of certain rules or laws of the association; and this will come as near compulsion as it is possible to have it, and practically amounts to compulsory arbitration.

A good friend of mine said to me: "Arbitration is a dream—a trap to catch the unwary;" and he says, "an agreement to arbitrate a past difference can be enforced, but an agreement to arbitrate a future difference cannot be enforced." Before hearing this statement, I had formulated in my mind a bright and beautiful story of arbitration, expecting to tell you how to successfully apply it; but I found myself in the awful predicament of having my argument blown to atoms at one fell stroke.

Now, I had gotten into such deep water that I began to cast around to learn, if possible, where I "was at," and the more I floundered the deeper I sank; and just as I was about to be swallowed up, an attorney held out a helping hand and offered me assistance. I at once laid my case before him in all its nakedness, and his opinion was that legally you cannot force anyone to arbitrate, and a person who has been a party to an arbitration can appeal to court; but if the award has been properly made, a judge will most always take it out of the hands of the jury and instruct them to render a verdict in accordance with the findings of the arbitration. We will admit, in order to arbitrate, that both parties to the controversy must agree to it, otherwise you cannot enforce it. On the other hand, every organization may have laws governing its members, and it has been decided by the courts that boards of trade have full power to discipline their members; and if your by-laws prescribe the penalty of expulsion for refusing to arbitrate a difference, past or future, it comes very near being compulsory arbitration.

A person opposed to arbitration could enjoin an organization from enforcing a decision, but the injunction would only be temporary; and when the merits of the case were argued nine judges out of ten would dissolve the injunction where rules of arbitration are founded on common sense and justice. In local difficulties pertaining to association work, arbitration must be resorted to; and your rule enforcing it must of necessity be strict and rigid. Grain organizations are purely business propositions and no longer experiments; therefore, it is absolutely necessary that you have rules to govern your members, and no dealer should become a member of an association unless he fully expects to comply with everything expected of him and work in harmony with his competitors.

The matter of arbitration has become so popular in grain circles that the receiving element have requested the National Association to establish a board of arbitration, thereby better enabling them to adjust their differences with each other, as well as with the country shippers. If the receiving element demand it, why should we hesitate to adopt it? If it is a good thing for a portion of the trade, it will be a good thing for all of us. The way to bring this about is to establish the custom and post conspicuously in all the exchanges of the country the names of commission firms and country dealers who refuse to arbitrate their differences. When the custom of arbitration is established, you will find that it will save endless litigation and result in great good to all concerned. It can be truthfully said that arbitration is well established among country dealers for adjusting their local difficulties, as harmony can be brought about in no other way.

Every week and every month vividly demon-

strate the great need of a national grain dealers' association, supported by the entire grain trade of the country, and every association in the land to-day admits it except one. Is it the paltry sum of one dollar per year that keeps you out? Is it for fear your organization will be swallowed up and lose its identity as a state association? Is there a grain dealer so poor in purse that he cannot afford to contribute the measly sum of one dollar a year to the support of the National Association to benefit the general trade of the country? If these are not the reasons for your staying out, in the name of common sense, what are they? Do any of you think for a moment that the National Grain Dealers' Association is going to pry into your private business and unearth some concession you may have? If so, disabuse your minds of the fact, as the National Association was never organized for that purpose; but it was organized for the purpose of removing and remedying the evils existing in the terminal markets and executing association work of a national character. Neither does it propose to meddle with your local work; and in case you affiliate with the National Grain Dealers' Association you will continue your work as you have in the past, and your personality will exist as it does to-day.

There is not an association in existence to-day that has not at some time in the past asked assistance from some other organization simply because it came in contact with propositions it was unable to handle singly. The need of a national association was demonstrated when it became necessary for the different secretaries to get together to discuss methods as to the best way to handle difficult matters; and the fact was more thoroughly demonstrated when Illinois, Iowa, Nebraska, Oklahoma and Indian Territory sent their representatives to St. Louis a short time ago, backed up by five thousand dealers, to demand reforms in some of the methods of that market. The secretary of the National Association might have gone down there with the same amount of influence behind him and accomplished the same results. Those of you who are familiar with railroad business realize the fact that the roads would rather treat with one man than with a dozen; and you will find it an utter impossibility for the secretary of one state association to gain the confidence and respect of all the railroads in the country. But if you place the proper individual at the head of the National Association who can give it all his time, and be clothed with proper authority, backed up by a united trade, you will have an organization that will be recognized by all the transportation companies in this country.

You will find it necessary in state and national association work to have the support of the transportation companies, and in no instance can we afford to antagonize their interests. No transportation company has given the associations along their lines as good support as the Burlington road, and it would be wise for other lines of roads to emulate that company's example. No individual ever accomplished any great feat unless there was an influence behind him. No local or state secretary ever brought about good results unless backed up by the combined influence of his members. Every law on our statute books to-day was put there by a combination of influences. The various secretaries have different ideas as to the best method of handling different propositions, and there is always a difference of opinion as to how to arrive at the best results; and this is the reason that work of a national character should be placed in the hands of one man representing a combined influence of all grain organizations. We have to-day local and state associations organized and doing active work all over the West, but when we come in contact with the interstate matters we find we are powerless to help ourselves without assistance.

You probably wonder what all this has to do with arbitration, and I will undertake to tell you. Give the National Association the undivided support of the grain trade and it will at once establish a board of arbitration that will become national in character, to which every commission firm, as well

as every country dealer, can go for relief, believing their cases will be placed in the hands of men of business ability and men of honor.

SCHEDULE FOR RATING GRAIN ELEVATORS.

This schedule applies to Chicago and Cook County only, and is under the supervision of the Chicago Underwriters' Association. The following is the standard in force at the present time for the fire insurance rating of grain elevators:

Building detached at least 150 feet and to be constructed of brick or stone, walls to be not less than 12 inches in thickness for the first 15 feet in height, and not less than 8 inches above, or spiked frame covered with tile, metal or slate. Roof to be of metal or slate. Approved force pump and standpipe with hose connections, each floor and hose attached. Watchman on duty nights and Sundays. Approved watch signal system, reporting to a Chicago Telephone Company station; lights to be incandescent electric lights, except oil lanterns to be used by the watchmen (oil and lanterns to be first approved by the superintendent of ratings). All outside openings in building and cupola to be protected by permanent metal or fine wire screens or iron shutters. Not less than two outside iron stairs or iron ladders extending from ground (grade) to roof of cupola; elevator legs, boots and spouts to be of metal construction; openings for stairways, passenger elevators, rope drive or main belt or shaft-well hole to be provided with approved cut-off of 2-inch tongue or grooved plank or metal on first floor; approved metal receptacles to be provided for oily waste; one barrel of water and two fire pails to each barrel and one fire ax to be provided for each 900 square feet of floor space (or approved chemical extinguishers can be substituted for barrels of water) to be distributed throughout the building on all floors; capacity 1,500,000 bushels; no grain cleaner, oat clipper, corn grinder or sheller, grain dryer or bleacher to be allowed in elevator. Boiler and engine house to be outside of main building, cut off by brick wall of not less than 12 inches in thickness; openings in wall, if any, to be protected by standard iron doors; chimney to be constructed of brick, or metal on brick, base rising above roof of boiler house and stack to extend above roof of cupola. Building to be kept constantly clean.

SCHEDULE OF CHARGES FOR GRAIN ELEVATORS.

Basis rate for standard grain elevator.....	\$1.75
Add for deficiencies as follows:	
1.—For building not protected on outside with brick, stone, tile, metal or slate.....	.25
2.—For shingle roof.....	.25
3.—For composition roof.....	.05
4.—For all exterior openings not protected by metal or fixed wire screens of No. 14 wire mesh, not over one-half by one-half inch.....	.25
5.—For no outside iron stairs or iron ladder to roof of elevator and cupola, not less than two.....	.10
6.—For stairway, passenger elevator, rope drive or main belt well hole (not standard).....	.25
7.—For boiler in brick building adjoining and communicating, openings not protected by standard iron doors.....	.25
8.—For frame boiler house.....	.50
9.—For boiler in main building.....	.75
10.—For metal chimney (not standard).....	.25
11.—For each elevator in building (not standard).....	.01
12.—For each 100,000 bushels or fraction thereof exceeding 1,500,000 bushels capacity.....	.05
13.—For no watchman with approved electric clock reporting to station. No charge if No. 14 is complied with.....	.50
14.—For no watchman on premises reporting to a Chicago Telephone Company's central station.....	.10
15.—For lighting, other than incandescent electric or approved oil and lantern for watchman.....	.25
16.—For no approved fire pump, inside standpipe and hose connected on each floor.....	.25
17.—For no approved fire extinguishers or water casks and fire pails and axes on each floor, one barrel and two pails and one axe for each 900 square feet.....	.25
18.—For no approved metal receptacles.....	.10
19.—When elevator is inaccessible to or remote from fire department protection, add not less than.....	.25
20.—For exposures, one elevator exposed by another, within 50 feet.....	.50
One elevator exposed by another, over 50 feet and under 100 feet.....	.25
One elevator exposed by another, over 100 feet and under 150 feet.....	.15
Lumber or other special hazard exposures within 150 feet, add at discretion, not less than.....	.10
21.—For privilege to use grain cleaner, oat clipper, corn sheller or grinder, with Cyclone dust system.....	.50
22.—For grain dryer in building.....	1.00
23.—For grain bleacher in building.....	1.00
24.—For no metal conduit pipes and blowers connected to all machines, and dust blown into Cyclone dust system and burned under boiler in elevators where cleaning, shelling, or clipping of grain is done.....	.50
Building rate.....

CREDITS.

For approved automatic sprinklers 30 per cent.
For approved automatic electric journal alarm system.
Storage elevators.....\$.15
Cleaning elevators.....\$.25
For not less than two Niagara or other similar hydrants for each elevator, provided with an approved fire pump and water supply, operated from a fireproof pump house, cut off from main building, all subject to the approval of the superintendent of ratings.....\$.25
Note.—Where approved hydrants are used the ex-

posure charge does not apply when more than 10 cents is charged.

Building rate.....\$.....
Rate on grain 25 cents less than building.

Note.—A brick grain warehouse having bins built from the ground, adjoining and communicating with an elevator cut-off by approved iron doors, grain in such warehouse 25 cents less than the grain in adjoining elevator.

Engine and boiler house the same rate as elevator building.

RULES:

1.—Where a deficiency as specified in the standard has been removed, the superintendent of ratings shall reinspect the elevator and promulgate the rate.

2.—No reduction in the rate shall be made for promised improvements.

Elevators and warehouses adjoining and communicating shall be rated as one building.

Any elevator reported unclean twice in sixty days, the rate shall be advanced 50 cents, rate and condition to be published to members of the association. This charge must not be removed for the term of thirty days and then only provided the elevator has been kept clean during the period the penalty charge is in force. A third report of uncleanly condition the charge shall remain for sixty days.

This schedule covers all classes of elevators, terminals or otherwise, in Cook County, Illinois. Outside of this territory a different rating is in vogue for the several classes of elevators and these rates are promulgated by the Western Union, which schedule we published in a former issue of this paper.

P. P. QUIST.

P. P. Quist, the new state weighmaster of Minnesota, is a native of Sweden, having been born in



P. P. QUIST.

that country in 1854. He came with his parents to America in 1865, settling on a farm in Nicollet County, Minnesota. He was educated in the schools of St. Peter, Minn., and at St. Ansary Academy, East Union. During the past eighteen years Mr. Quist has been engaged in the hardware and implement trade in Winthrop, Minn., of which town he was postmaster from 1883 to 1893. He is also interested in farming as farm owner. He was appointed state weighmaster by the Minnesota State Railroad and Warehouse Commission on February 10, 1901.

AUTOMATIC SPRINKLERS IN CHICAGO ELEVATORS.

Only a few of Chicago's grain elevators are equipped with automatic sprinkler systems for protection against fire. As the reader no doubt understands, the automatic sprinkler operates only when subjected to a certain degree of heat, which melts the solder holding the sprinkler heads in place. When this degree of heat is produced by a fire in the premises, the heads blow out under the pressure of water and the flow of water does much execution in a short time, and water continues to pour out of the heads so long as the supply is maintained, the heads being arranged on the supply pipe at intervals of about twenty feet.

The following named Chicago elevators are

equipped with sprinkler systems: Armour's "B Annex," Goose Island; Rosenbaum's Belt Line Elevator, Stewart Avenue and Eighty-fifth Street; Peavey Grain Company's "A" and "B" elevators, Calumet River, between One Hundred and Second and One Hundred and Third streets, and Counselman's South Chicago "C" and "C Annex" elevators, Calumet River and Ninety-third Street.

TEXAS GRAIN DEALERS.

The third annual meeting of the Texas Grain Dealers' Association will be held at the Commercial Club Rooms, Dallas, Texas, on May 21 and 22. Following is the program:

TUESDAY MORNING.

Meeting called to order at 10 o'clock by President J. P. Harrison of Sherman, Texas.

Invocation—Rev. M. M. Davis, pastor of the Central Christian Church of Dallas.

Address of Welcome—Mayor Ben. E. Cabel of Dallas.

Response—C. F. Witherspoon, first vice-president, Denton.

President's Annual Address—J. P. Harrison of Sherman.

Secretary and Treasurer's Annual Report—H. B. Dorsey of Weatherford.

Paper—The Benefits of the Arbitration Feature of Our Association.—G. J. Gibbs of Clifton.

TUESDAY AFTERNOON, 2 O'CLOCK.

Paper—How may the Grain Crop be Protected or Safeguarded from the Ravages of Pests.—Prof. Malley.

Papers—What can our Association do to Secure More Equitable and Satisfactory Weights and Grades of Grain at Destination?—Frank Kell of Wichita Falls and C. McD. Robinson of Galveston.

Paper—Benefits of State Organization Affiliating with the Grain Dealers' National Association.

Paper—The Future of Galveston as a Grain Exporting Point.—John E. Bailey of Galveston.

New business.

Unfinished business.

TUESDAY NIGHT.

All members and visitors attending the meeting are requested to meet at the Dallas Commercial Club Rooms, No. 289, upstairs, at 9 o'clock Tuesday night, where the good people of Dallas will tender them a "Smoker," when we will forget the trials and tribulations of the poor grain man and have a nice Bohemian time. Don't fail to be present, or you'll regret it.

WEDNESDAY MORNING, 9:30 O'CLOCK.

Papers—Benefits of Organizations—J. Z. Keel of Gainesville and H. H. Crouch of McKinney.

Papers—In What Way can Mere Satisfactory Business Relations be Established and Maintained between Texas Shippers and the Southeastern Trade?—C. F. Gribble of Sherman and representatives of the Southern Wholesale Grocers' Association.

Paper—How can the Farming Interests of the State be benefited by the gathering of Crop Statistics?—Oswald Wilson of the United States Department of Agriculture, Division of Statistics, Washington, D. C.

Papers—Wherein are the Interests of the Railroads and Grain Shippers Identical?—W. O. Brackett of Sherman and representatives of the railroads.

New business.

Unfinished business.

WEDNESDAY AFTERNOON, 2 O'CLOCK.

Executive Meeting—For members only.

Miscellaneous business.

Election of officers.

New or unfinished business.

Adjournment.

The railroads have all made reduced rates for the meeting on the regular convention basis, and the hotels of Dallas have made reduced rates, and as we will all have time to spare, it is hoped that we will have a full attendance. All regular grain dealers cordially invited to attend our meeting, and see what we are doing for the trade.

Everyone who can attend the meeting, is requested to study the subjects above mentioned for discussion, and come prepared to discuss them, as they will be open for discussion when read, and the more they are discussed the more benefit we will get from them.

Duke's Grain Warehousing Company, Ltd., with capital of £50,000, has been registered in Liverpool to operate elevators, etc., at that city and Birkenhead.



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ADVERTISING

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., MAY 15, 1901.

Official Paper of the Illinois Grain Dealers' Association.

THE LEGISLATURE.

The Illinois Legislature which recently adjourned distinguished itself by passing a law providing that "no grain shall be delivered from any warehouse except upon the return of the receipt, stamped or otherwise, plainly marked by the warehouse registrar with the words 'Registered for cancellation' and the date thereof. It is the duty of the warehouseman within twenty-four hours after the last of the grain has been delivered to report said receipts to the registrar as canceled."

The episode of Slaughter & Co. vs. Lloyd Smith and the Chicago Elevator Company having shown how, aforesaid—when the registrar knew it was "impossible to enforce" such a law—it was easy enough to steal the horse, even with the stable locked, the kindly lawmakers have provided an additional lock, which seems at this moment to be really more ornamental than useful. However, it will do no material damage to the general character of Chicago warehouse receipts.

The author of this bill, Mr. Erickson, was also in charge of a bill repealing the law giving public warehousemen the legal right to deal as private individuals in grain in public elevators of the A and B classes. The bill at one time attracted some attention. That was a long time ago—before, in fact, the Chicago Board of Trade attempted to anticipate this repeal by changing its rules to bring about the same result.

Even as late as April 10 Herman Reel of the Milwaukee Chamber of Commerce declared such a privilege a "menace to the grain trade." Some people in and about the Chicago Board of Trade may still think so, too, but it is bad

form to talk too much about it now. At any rate, while Mr. Erickson persisted in keeping the repeal bill in his inside coat pocket until adjournment buried it with the other debris of the session, no one heard any complaint about his arbitrary action. Nor has anyone heard any since. As the Kanaka puts such things, the subject, at least for the time being, is "tabu." Don't mention it.

ILLINOIS GRAIN DEALERS' ASSOCIATION.

The annual meeting of the Illinois Grain Dealers' Association will be held at Decatur on June 11 and 12. The program is not ready at this writing, but there is ample material in the hands of the officers to make up an interesting agenda.

Judging from a letter by Secretary Mowry to Orange Judd Farmer, there seems to be a growing apprehension that the increasing reach of large shippers and line companies into Illinois will eventually adversely affect the "one elevator" man, and that this condition of the trade may develop a discussion, if no more, at this meeting, although there is before our notice now no inkling of what special form it may take.

The meeting, however, will, of course, attract its usual attention on the part of Illinois dealers, and as the Association has grown very materially during the past year, a large and enjoyable, as well as valuable, meeting may be anticipated.

MORE GET-RICH SCHEMES.

The National Grain Growers' Association meeting at St. Paul, June 11-15, will give President J. C. Hanley another opportunity to unload his vagaries. After consulting with equally great men as himself in Paris last summer, he has come out of hibernation weighted with two plans for enriching the farmer. His favorite project, paradoxical as it may seem, is to cut down the production of wheat and elevate the price. This scheme is somewhat shopworn, and men of common sense would suggest enriching the world, farmers included, by increasing the number of its good things, including the volume of wheat and other grains, but Mr. Hanley is a man of quite uncommon sense.

Conscious, however, that there are difficulties connected with his favorite plan, he suggests an alternative. As simplicity is the true earmark of genius, the alternate is quite as simple as the main proposition, being merely that each wheat country shall look for new markets in countries that are not flour consumers and induce them to eat flour instead of rice. Could anything be easier or more practicable? The only defect to this latter scheme seems at first blush to be the fact that parts of Louisiana and Texas have already started at the Pan-American Exposition a propaganda to induce Americans in particular and the world in general to eat rice instead of flour.

Incidental to the main issue, Mr. Hanley would organize all farmers, eliminate all politics from farmers' thinking, subsidize ships, join Russia in a combine to pay \$1 per bushel for the world's wheat, abolish government crop reports and build government elevators, abolish all future trading in grain and appropriate \$10,000,000 a year for the agricultural department,

and so on ad lib—all of which goes to show that when a farmer goes "bughouse" on reform, he can develop more styles of "bugs" than Prof. Johnson could identify. Will they all be turned loose at St. Paul?

BIDWELL AS GRAIN INSPECTOR

Gov. Yates, by his appointments to the Railroad and Warehouse Commission and of Mr. Joseph E. Bidwell to be chief grain inspector, has succeeded in pleasing no one, neither the public nor the politicians, save the appointees themselves and Hon. Wm. Lorimer. Acting as he did with the full consciousness that in appointing Mr. Bidwell he would bitterly antagonize the Chicago Board of Trade, and presumably a considerable portion also of the inland grain trade of the state, the governor need not now be surprised that his ante-election pledges of a "business administration" are contrasted with his post-election performances by members of the Board in a way not flattering to himself.

And yet those gentlemen may be borrowing trouble and needlessly taking alarm. Mr. Bidwell is the chief executive officer, of course, and wears the title, but Mr. Smillie is still the chief inspector. And it is not to be expected, the grades being officially described, that the mere physical change of bosses is going to upset the "judgment" of the working inspectors, which Mr. Noble used to say is, after all, the real thing, and which, from expressions of opinion in this paper from time to time by shippers, seems to be severe on the stuff going in and "not so blamed unreasonable" when it is coming out. And, as Mr. Noble used to say, "there will be kickers anyhow." Give Mr. Bidwell a chance.

Meantime, just at this juncture, it is up to Mr. Smillie, who is trying to satisfy both the country shippers and their receivers and Mr. Phillips, and not succeeding any too well in either direction.

ROASTING THE SEED DISTRIBUTION.

The annual seed distribution by the government always comes in for a roast, which is never out of place, but which never feazes Congress, although as individuals the members of Congress would not deny that the original purpose of the "graft," the empirical investigation of new and rare seeds, has long since been lost sight of, except officially. But this year the distribution is not only denounced generally as a fraud, but as attended with conditions which give it the appearance of a scandal.

The rejoinder that only the seed men are complaining begs the question, and, indeed, the government ought not to arbitrarily queer the seed men's business by donations to persons who are not paupers and who ought not to be encouraged to become paupers, which is the only logical result of the system. But it happens that so conservative a journal as the Philadelphia Ledger, which vouches for the integrity of its correspondent, in a convincing way corroborates one phase of the seed men's criticism in an article republished in another column. In addition to this article, the Ledger a fortnight later added that evidence is accumulating that the packages of seeds sent out were short in weight as well as grossly inferior in quality, and

calls upon the government to defend its integrity by an investigation into the filling of the contract. Of course, the Agricultural Department can do no less, in view of the fact that the Ledger is only one of many reputable newspapers, from Boston to California, now publishing local evidence sustaining both counts of the seed men's indictment.

It does seem as if Congress would come to realize the disgraceful character of this annual distribution, which, as said above, is a distinct challenge to the farming and gardening population to become paupers in so far as they now expect a certain amount of largess annually from the government, as did the plebs. of old Rome, but after the experience of the last session, when Congress had the effrontery to increase the appropriation by \$100,000, in spite of protest, one must confess to a feeling that Congress, as a Frenchman once said of the prophet Habakkuk, is "capable de tout."

GOVERNMENT AID TO ELEVATORS.

The Canadian government has cut the Gordian knot of the public elevator question at Montreal by agreeing to loan the Montreal Board of Harbor Commissioners \$2,000,000 in 3 per cents, recommending that the proceeds be expended "solely on two modern steel elevators." Whether or not this action of the government was based, as alleged, on a sentimental objection to having American men and capital in control of the terminal facilities of Canada's chief seaport, such sentimentality will have disappeared, we may be sure, when the elevators come to bid for the business of American grain shippers. But much more to the point is the fact that giving, as it does, additional and novel scope on this continent to the principle of state aid to public utilities, the outcome of this action will be specially worthy of attention on this side the line.

Unquestionably the doctrine of public control, if not actual ownership, of public utilities is growing in favor in this country, with all its conservatism, but the Canadians have followed English and continental ideas in this respect to a greater length than ourselves, who have so far seen our way to public ownership of little else than the postoffice and most municipal waterworks. This public elevator experiment by our neighbors is therefore fraught with no little interest to Americans.

Nowhere in this country is there now, if there ever was, a public elevator, in the strict meaning of the term, and the conspicuous failure of the Chicago Board of Trade to force a reform of the present system is not encouraging to those who hope to see in this country a bona fide public elevator system, such as the law of Illinois contemplates. Indeed, the signs of the times seem to indicate that there will be no such system in this country, unless it be obtained in the Canadian way—created at public expense, to be operated by agents of the state for the public accommodation only, objectionable as that kind of legislation is to most Americans now.

It remains for the Canadians to show whether a real public elevator, where the public's grain is received, stored and delivered again to the public, without sophistication while in storage and without manipulation for the private gain

of the public custodian, can live. If Montreal can demonstrate that such an elevator can exist and be also as beneficial to trade as its friends claim it would be, perhaps in time other terminal markets may be able to imitate her example without asking the government to chip in.

FIRES AND INSURANCE.

Considerable space is given in this issue to the new schedules of insurance rates on elevator property, to which the attention of the reader is called. The new rates on country elevators are higher than those they supersede, and the structural conditions for earning deductions from the basis rate are somewhat more exacting.

There is some reason for this. Elevator fires have been numerous of late and costly, and from "unknown" causes, and insurance companies are in business for profit only. Eliminating the "moral hazard," the "unknown" causes may in most cases be attributed to structural defects and lack of sufficient fire-fighting apparatus or appliances on the premises. Perhaps if the board companies were as systematic in inspecting their risks, both before and after issuing policies, as the mutual companies, to see that every precaution is taken to prevent fires, their rates might be made more reasonable. But they are not. It is less their country agents' business to prevent fires than it is to collect the highest premiums possible and then "take the chances" without more ado.

The prudent elevator man has, therefore, two options. He may do the best he can to earn deductions from the basis rate, and then pay, in addition to the cost of his own insurance, such part of his premium as the company exacts as reimbursement for its own carelessness and that of his fellow-insured therein; or, better still, he may avoid this excess of premium above cost by taking his policy from a good millers' mutual company and let his neighbor keep on paying the high premium on shiftlessness.

THE ILLINOIS AND MICHIGAN CANAL.

The map of the Illinois and Michigan Canal and accompanying address by Mr. Frank J. Delaney have accomplished their immediate purpose of securing an appropriation from the Illinois Legislature in aid of the canal. Although the state has embodied in its constitution the policy of creating no more canals or waterways at its own expense, this is not the first time the Legislature has appropriated funds for the preservation of the existing channel. The amount immediately available now is \$50,000, with \$100,000 more contingent on decisive need therefor to preserve the canal in case of unforeseen accident.

The next thing is to give the canal the benefit of that money, which it badly needs. That the commissioners of the canal and those of the Chicago drainage district should waste the public money in legal wrangles over technical matters of jurisdiction seems a shame, but even so, the expenditures of the canal commissioners for legal services during Gov. Tanner's administration were simply out of all proportion, especially so when the canal itself was allowed to go to ruin and to fill up with sludge. Wise management and judicious expenditure of its income could keep the canal in condition, even with its

meager income from tolls, to do even better for Northern Illinois than Mr. Delaney's map shows it is now doing, but in order to get new business it must maintain water enough in its channel to float boats. Friends of the canal, like Mr. Delaney, Mr. Norton and others, will do well, therefore, from now on to keep an eye on the commissioners to see that the canal gets the money appropriated for its repair, and not Joliet attorneys and the caterers who supply the good dinners eaten with such pleasing regularity and gusto at the head office at Lockport. But perhaps with the governor's cousin as treasurer of the board, this may be deemed an officious suggestion.

THE CORN DEAL.

The Phillips corn deal is still making history. Whether the deal is, in fact, a corner or not will be better understood about seventeen days from now. At present, it depends on the point of view. Mr. Phillips is certainly acting like a merchant who is sure of his position. He is paying cash for the corn delivered to him, but keeping an eye out to see that what is delivered is contract stuff and no other. While he insists that the corn is worth the money, and that he is buying it for that reason, certain consumers, like some starch works, are so firmly of the faith that the price is artificial that they are shutting down until the episode is closed. Perhaps it is fair to say, with the Chronicle's financial editor, that—

In a measure the market is an artificial one so far as May delivery is concerned, the May selling or being held 6@7 cents above July, more than that above the September, about 7@8 cents above what spot corn can be bought at by a shipper who will guarantee the corn shall not be returned here to fill a speculative contract. At the close Saturday (13th inst.) May was 15 cents over a year ago, the July about 6½ cents over. Store or visible stocks are about the same as a year ago, the receipts are larger and naturally increasing with spot salable for May at something over 51 cents per bushel, while shipping demands are smaller, even though a discount of 6@8 cents per bushel on the May price is offered to shippers on conditions noted above. Exports last week were only 1,584,000 bushels. Last year they were 4,638,000. Since July 1 they are 19,000,000 bushels less than the previous year, by Bradstreet's returns. The new crop is about all planted under favorable conditions, with a little larger area than in 1900, when America produced over 2,100,000,000 bushels. Feeding to live stock has been naturally curtailed by the new pastures. Argentina shipped 1,000,000 bushels last week, against 106,000 last year, which is significant.

Many spectators of the deal anticipate that, like Mr. Phillips' former deal in this cereal, this also will end without any fireworks whatever.

Frank Morris, a young Chicago man, who has spent his recent years in California, has just published the "Octopus," the first part of a trilogy, entitled "The Epic of the Wheat," the succeeding parts of which will be "The Pit; A Story of Chicago," and "The Wolf; A Story of Europe," covering the production, distribution and consumption of American wheat. The titles sound ominous, but the subject of the "Octopus," the railway system of California, is one that will bear considerable elaboration of lurid details to warrant an indictment for libel, unless the truth be held to be improper matter for publication.

EDITORIAL MENTION

G. L. Graham says that St. Louis will soon be "all right in its weigh?"

An eastern grain man called upon us, with the information that the excitement in stock speculation in Wall street hadn't reached the Philadelphia Bourse yet.

The net result of the Minneapolis inspection episode appears to be the firing of Inspector Benson, who caused the uproar, showing again that "virtue is its own reward."

It is said that receivers in the Toledo market, in passing the time of day among themselves, say "nothing doing," then they retire to their offices and hustle in the business.

There promises to be a considerable increase in the acreage of broom corn this year, especially in Georgia, Alabama, Oklahoma and Kansas. Cornering brush in the future will probably take some money.

Pope & Eckhardt Company's market letter of May 11, Chicago, says: "Good foreign and domestic demand for cash wheat, but the wind wheat supply exceeds the demand, as the bakers do not knead that kind."

The annual meeting of the Grain Dealers' Association of Indian Territory will be held at Vinita, I. T., on Tuesday, May 28, 1901. This is a small association, but it is thoroughly alive and is doing a good work.

Secretary Smiley of the Kansas Grain Dealers' Association, in a brief of the proceedings of the late annual meeting of his Association, publishes the new constitution and by-laws. It is a model of simplicity and yet it seems to cover every possible need.

And now the Illinois Central Railroad, on the Chicago market, offers to refund the \$2 switching charge on grain handled under the transit rules, if the grain is shipped east within the time required under the transit rules. Very nice so far as it goes, but why the "if?"

The Cincinnati Price Current's "Statistical Annual for 1901," by Chas. B. Murray, is out, under date April 25. It is hardly necessary after so many years of its publication to praise this work. It is simply invaluable to all interested in grain, provisions or the live stock and beef industries.

As early as April 25 flax for October delivery was selling at 40 cents per bushel below current values. As the author of the Pope & Eckhardt circular letter of April 26 said: "The American speculator is determined to be ahead of others in the effort to 'skin' the western farmer. The seed has not yet been planted! Yet probably these same fellows earnestly and piously advocate 'the suppression of gambling.' The great cereal interests of this country suffer

most from 'lice' and 'pests' not mentioned in crop reports."

Even Arkansas, not hitherto counted among the grain states, has come into line with an organization called the Northwestern Arkansas Millers' and Grain Buyers' Association, which includes fifteen firms. The officers are: J. B. Steele, Rogers, president; Dallas Petross, Springfield, secretary; J. P. Scott, Fayetteville, treasurer.

The announcement of the annual meeting of the Texas Grain Dealers' Association appears elsewhere in this issue. The program is an interesting one and should be enough in itself to attract every Texas dealer to Dallas, but the social trimmings of the Texas meetings are an additional attraction that will most likely prove irresistible to Texans.

Those who feared that the Pan-American Exposition had driven out of mind the thought of continuing the Buffalo elevator pool another year may be relieved. It's a go, just as usual, and at the old rate to the public. And the pool will see to it that the rail rates eastward are maintained—in fact, the New York Central is itself this year a big end of both pools.

The late Legislature of Illinois was certainly liberal to the institutions representing the agricultural interests of the state. The Agricultural Experiment Station, among others, got \$108,000. As this sum represents only the improvements to be made to the plant, the Federal government paying the cost of running the station, a large increase of its usefulness may be expected of the station in future years.

The removal of the New York Stock Exchange to the Produce Exchange building is expected to increase speculative grain trading in that market, and seats have advanced from \$225 to \$500 and over within three weeks, on the theory that when the boom in stocks is over grain futures will have a show. Besides this the two floors will be so neighborly that brokers may operate on both, as occasion warrants.

The telegraph says that "reports have been received by the Christie Street Commission Company's agent at Guthrie, O. T., that in parts of that and other counties the green plant louse is leaving the wheat and fields that were infected several days ago are said to be free from the louse." This is not only interesting, but important. But one would naturally suppose that the Christie concern would be more directly interested in the spring crop of "lambs" than in bugs in the wheat.

The bill to submit to a vote of the people of the state of New York a proposition to spend \$26,000,000 on the Erie Canal was shelved in the Senate on April 18. The last straw was a motion to amend the bill by making the sum \$60,000,000. Then both amendment and bill were laid on the table. It was, of course, merely a coincidence that the voluble chairman of the board of directors of the New York Central Railroad, Senator Depew, happened in Albany about the time the bill died. It is not to be forgotten, however, that many farmers' organizations in the state oppose any further expendi-

ture by the state on canals, while another faction in the state opposed the bill because it did not go far enough.

The annual "first cut of the season" in rates eastward began soon after May 1. In addition to the old causes of unrest, the opening of a new route by the Canadian Northern to Quebec, with its fine terminal elevator and sea connections with the Leyland line, has created a new rate-reducing factor. This route is said to shorten the distance from Duluth to Europe by 800 miles, compared with the Buffalo route.

The Minnesota Supreme Court has affirmed the decision of a lower court, declaring a note void because the jury inferred gambling from the proofs that the note was given for advances by the maker to his commission merchants on account of dealings in wheat in Chicago. There is no accounting for such decisions. Perhaps it is as well to set it down to "how a man's been raised," and let it go at that.

On April 15 the United States Supreme Court handed down a decision to the effect that the two-cent stamp tax on export bills of lading is unconstitutional. The court says: "We are of opinion that a stamp tax on a foreign bill of lading is, in substance and effect, equivalent to a tax on the articles included in that bill of lading, and, therefore, a tax or duty on exports, and in conflict with the constitutional prohibition."

At a meeting of the governing board, following the adjournment of the Iowa Grain Dealers' Association at Des Moines, Geo. A. Wells was reelected to the office of secretary at an advance in salary. To the work of Secretary Wells is attributed the remarkable growth of this new Iowa organization, and dealers, receivers and railroads alike are more than pleased with the harmony that now exists in the Northern Iowa grain trade as a result of this success.

Kansas is not the only state where farmers are complaining of the "line" houses. In Minnesota and Northwestern Iowa the friction has resulted in some attempts at farmers' elevators, very few of which are successful, or will be for very long, and in one instance the more unusual, but really much more sensible, step was taken of demanding of the superintendent of the line the removal of an agent who was thought to be treating the patrons of the company unfairly.

Shrewd fellows have been operating in various parts of the Middle West, representing themselves as purchasing agents of Chicago elevator men. In most instances the innocent farmer only has been approached. He ought to know better, but an offer of a few cents above the market for his stuff generally fetches him. Then the agent tenders a check for the grain of a size enough larger than the money stipulation in the contract calls for in order to give the farmer a chance to advance a bit of cash to the smooth trader. The rest is "another," but the same old, old story. In Indiana it is said that even a milling company well known in the state was caught, the operator in this case having had wheat to sell, and asked for an advance. Of course, this sort of thing is expected every

so often in Missouri, where there are still those who have to be "shown," but Indiana surprises one, now that West Baden has become a popular resort.

All the exchanges are now taking Chicago quotations, except Kansas City and Duluth. Even Minneapolis, which until the other day thought itself burdened with the duty of turning the world on its axis all by its boreal lonesome, has come into step. But Kansas City is still in Missouri, going it alone. It also finds that the tolls of \$25 per month for sending out its own quotations are too heavy to make it worth while to continue the service. Why not "flock all by itself," like Dundreary's "bird of a feather," on some desert island, and be done with it?

Now that the Western Union is distributing the quotations under contract with the Chicago Board of Trade, it has more than its old-time interest in the question of ownership. In its action against the National Telegraph News Company, to prevent the latter company from using the quotations, Judge Kohlsaat sustained the right of ownership and ruled, further, that as "ticker" news can be of little or no value after sixty minutes from its publication, it may then become public property, but not before, so that the Western Union is entitled to an hour's start of its imitators and competitors.

Receivers at Montreal have recently gone to the press with complaints of "plugged" cars of wheat, which, with the Englishman's usual respect for the language, they style "topped off" cars. Apparently the inspectors at Montreal had not conceived of so base depravity in Canuck shippers, and the "topping off" was not discovered until the car reached the mill. Perhaps the new Canadian plan of putting applicants for acting inspectorships through a "rigid examination" before they are given berths may in time disclose the fact that even the Canadian shipper needs occasional watching.

Spencer Kellogg has won the "first round" in his fight for existence at Buffalo, the Appellate Court having affirmed the lower court's decision overruling the Lehigh Valley Company's demurrer. The railroad's contention was that it could charge any reasonable rate it desired and was not obliged to give every customer the lowest rate unless it so desired, while Kellogg claimed that the mere fact of discrimination was sufficient to constitute a cause of action without regard to the rate. This decision will enable Mr. Kellogg to go ahead and present his proofs of discrimination by the railway pool against his elevator, and have the matter heard on its merits.

The Southern Classification Committee recently adopted the objectionable rule that bills of lading, including those for grain, should no longer be negotiable. Needless to say, such a ruling would seriously hamper, if not in a measure destroy, the grain trade with the Southeast, where self-protection requires that bills of lading shall be made with the shipper himself as consignee, transfer of ownership being made by payment of the draft attached. The roads at Louisville have taken independent action to protect their shippers by continuing to issue the old negotiable receipt, but the rule still stands on

the records of the committee. Just now the roads are "in clover"—with business "to burn"—but "there may come a day." They should not, therefore, kill the goose now by hedging their business about with unreasonable restrictions, and this rule is one of serious moment to the grain trade, and one not warranted by the laudable effort toward uniformity.

Minnesota continues to contribute its quota to the list of "busted" coöperative elevators. The company at Fosston recently liquidated, the shareholders going down in their pockets to put up \$5,500 to pay debts, with \$2,000 more still to pay. It is useless to try to explain why, but it seems a fact nevertheless that coöperation has not yet found a truly congenial soil in America cultivated by farmers or in lines of business in which farmers are interested. There appears to be a loss, real or imaginary, of personal independence, or something of that nature, that makes shareholders in such ventures restive, not to say combative, which only exceptional management is able to neutralize.

Chief Weighmaster Foss of the Chicago Board of Trade and George J. Lebeau of the weighmaster's department, each addressed western meetings of grain dealers during the past month. This action on the part of these two officials of this prominent terminal market is commendable, and if dealers could be instructed from time to time by personal contact with the heads of the various departments of all markets, and would make a personal effort to profit by their instruction, it would both create and tend to maintain a much better feeling throughout the entire grain trade, and result in profit to the shipper. Enlightenment is antagonistic to bigotry and intolerance. Just so a more perfect knowledge of the methods that prevail at terminal markets and the character of the men who are the servants of the trade will go very far toward establishing and preserving more satisfactory relations among the many factors which combine to make up the grain handling interests.

Geo. A. Stibbens, who, as an association man, is nothing if not practical, makes a strong plea for arbitration in a paper under that caption, printed elsewhere in this issue. Mr. Stibbens believes in compulsory arbitration between association members, and his reasons therefor are sound. The acts of a body like a grain dealers' association are mere boys' play if the governmental orders of the association are not to bind the members. Such a condition is only anarchy, no matter what else it may be called.

But the word "compulsory" seems to some to take away the liberty of the individual. But when one refuses to accept compulsory arbitration within an association, he may be forced to abide by the compulsory arbitration of the state courts. For a lawsuit is nothing more nor less than that. Only, in the former case, the parties to an arbitration have mutually the benefits of an examination into the merits of their case by friends who are, moreover, technical experts; in the courts—it is almost a truism to say it—the more ignorant and densely stupid the jurymen, the more satisfactory they are regarded by both sides' attorneys as practical arbitrators. Honestly, now, which strikes you as the better,

Mr. Stibbens' form of compulsory arbitration or that of the court, with its long delays and bills of expense?

Fire insurance agents in Chicago report an extensive business in grain in May, which is unusual for this time of year, business for this month so far being fully 50 per cent greater than the average for a number of years. It is no wonder, perhaps, that rates are high, losses by fire for April having been \$11,352,800, or for the first four months of 1901, \$56,956,000. But there seemed no reason for increasing them, since this total was nearly \$10,000,000 less than for the same four months of 1900. The companies, however, in view of the Jacksonville losses, which will count in the May total and equalize the grand total for five months with that of 1900, say, with regret, that more retirements must occur soon, but that even so there "appears to be little hope of such a readjustment of rates as will put the non-paying classes on a profitable basis." Whether their pessimism is justified or not, the elevator man may, as often suggested in these columns, always have the millers' mutuals to equalize his rates if he objects to board insurance "adjustments."

Just what the farmers will do at Salina, Kan., to "down the grain trust" remains to be seen. Judging from the outcropping seen in the newspapers of the state, the plans of these "saviors of the people" are drawn, as usual, on so magnificent a scale that nothing substantial is probable. It is essentially a soreheads' and visionaries' movement. It appears, however, to be aimed at the "line" companies rather than at the independent grain buyers. For there is a difference. And without granting that abuses do exist, as alleged, it is not difficult to see, as the opponents of the popular method of track selling and the current public elevator system of the country have long contended, that there may come a time when certain corporate interests, once in control of the business on given lines of railway, may do pretty much as they please with prices within quite a liberal range before greed should defeat itself by turning the grain into other channels. If there is a real tendency in this direction, the independent grain buyers are interested in its objective quite as much as the farmers themselves.

The four great grain markets of the West, Chicago, Minneapolis, Duluth and Kansas City, have this month been going through the agonies of a "new deal" in the grain inspection departments incident upon the change in the political complexion of the state administrations. The spectacle is not edifying, especially in Minnesota, where the certainty of a "clean sweep from top to bottom" has precipitated a general scramble by 1,500 applicants for less than 150 places. Now, of course, it is not likely that state inspection will in these states ever again give way to board of trade inspection—the politicians will see to that, and there are always enough worshippers of that popular fetish, "the infallibility of the state," to aid them in their purpose; but it may be permitted one to point out in passing, in contrast to this scramble, the perennial dignity and superb efficiency that pervade such board inspection offices as that of S. H. Stevens, flax inspector at Chicago, or that of Chief

Grain Inspector Foehring of Philadelphia, whose twenty-five or more years of continuous service reflect credit on these great exchanges, and also cast suspicion on all theories of the superiority of public over private control of these semi-public utilities.

The Railway Review, in defense of the railway doctrine of a high rate for a short haul and a low rate for a long haul, undertakes to correct the "impression that a railroad company is obligated to carry freight at such rate as will enable the shipper to make a profit without regard to attendant conditions"—railroads "should not be expected to operate at a loss for the shipper's benefit." Certainly not. What, however, the ordinary person, not in the railway business, cannot understand, is how it is profitable to haul a car 500 miles for a less rate than it would haul another car similarly loaded only 50 to 75 miles over the same line to the same terminal. Furthermore, what the average man cannot understand is why all the favors of equitable rates should be given to shippers at the terminals, who play road against road to keep rates down, in preference to shippers in towns where the roads have no competition. Apparently the instinct of selfishness would dictate that a road should give its first protection to its own peculiar customers and build up the business of towns it controls absolutely, rather than milk its own people for the benefit of any road's trade that can get it at competitive points, but no one ever heard of a railway managed on that basis.

Six Milwaukee firms trading outside the Chamber of Commerce, while declaring they are not bucketshops, have paid the bucketshop special license taxes and filed their protests. They join the eastern firms who are fighting the government on this issue. In New York City at least two of the more important bucketshopping concerns closed before May 1. The Christie Street Company of Kansas City seems to be putting up an independent fight for existence, and has exhibited the superb nerve of an offer to "compromise" with the government. Strange to say, the government, not having before it the fear of certain decisions of certain Kansas courts in the bucketshop's favor, has insisted on taking the new law seriously and declined to parley with the Kansas City outfit, insisting on a strict compliance with the law. No serious effort was made to collect the tax, however, until after May 1. Even now the collectors are puzzled to know a bucketshop when they see it. A bucketshop is popularly supposed to deal only in "wind," but a regular broker also deals in "wind." Who, then, is to decide which is legitimate and which illegitimate? The regular broker is not expected to pay the special license tax, but the decisions of the Revenue Commissioner, affirmed by the United States Supreme Court (April 29, in re Stephen V. White), are to the effect that the wind trades of regular brokers are taxable at the rate of two cents per \$100. In the case named, Justice Brewer defined a "call" as an "agreement to sell" and therefore coming within the letter of the statute taxing the trades at the 2-cent rate, there being "nothing to suggest that Congress did not mean this provision should be enforced according to its letter and spirit everywhere."

Trade Notes

The Main Belting Company will build an addition to their factory at 1247 Carpenter Street, Philadelphia, Pa.

The Moore & Lorenz Co., dealers in elevator supplies, etc., at Chicago, have been incorporated with a capital stock of \$60,000.

James Stewart & Co., the St. Louis firm of grain elevator builders, have been awarded a contract, amounting to about \$250,000, for erecting new permanent exposition buildings at Pittsburg, Pa.

In a recent letter the Huntley Mfg. Co., Silver Creek, N. Y., say: "Glad to state that we received yesterday nearly 40 orders for various machines and another nice bunch of them this morning, so we are full of work."

The Stone Mfg. Co., Mattoon, Ill., has been incorporated with a capital stock of \$18,000 to manufacture pneumatic car loaders and grain cleaners. The incorporators are Wm. W. Simpson, J. P. Babo and James M. Akers.

The National Association of Manufacturers will hold its sixth annual convention in Detroit on June 4, 5 and 6. Geo. H. Barbour of Detroit, the vice-president for Michigan, is in general charge of the arrangements in Detroit.

G. T. Burrell & Co. have found their office room at 941 Monadnock Building, Chicago, inadequate to accommodate the needs of their business, and May 1 moved into new and very desirable quarters at No. 1440 of the same building.

The Pierce Engine Co. of Racine, Wis., has had so many calls for a large sized engine that it is now making a 75-horsepower engine and will keep this size in stock regularly. The largest size has been heretofore 35 horsepower.

The Albert Dickinson Co., Chicago, has registered four trademark designs, namely, King, Queen, Ace and Jack, in connection with the letter D, for use on grass, clover and field seeds and seed grains. The date of registration was April 16, 1901.

H. B. McKahn, assistant secretary-treasurer, and A. T. Adams, superintendent of the Marseilles Mfg. Co., Marseilles, Ill., are the owners of a fine gasoline launch, the Dione, which was recently launched in the canal at that place. It was made in the company's factory.

The John S. Metcalf Co., grain elevator builders, Chicago, have removed from 1075 West Fifteenth Street to 802-804 The Temple building. The company's new quarters are light and commodious, with the advantage also of being situated in the downtown district.

We have received from the Dodge Mfg. Co., Mishawaka, Ind., a copy of their new illustrated catalog and price list of Dodge Iron Split Pulleys, with standardized bores and system of interchangeable bushing centers. It is a neat affair and a copy should be in the hands of every power user.

The N. P. Bowsher Co. of South Bend, Ind., report a very satisfactory trade in their mills during the past year. The firm is constantly devising improvements for the grain trade, and in their advertisement this month claim that they present an idea that will be profitable for many elevator proprietors to consider.

The Vilter Mfg. Co. of Milwaukee, Wis., has closed contracts for power plants for grain elevators as follows: Texas Pacific Railway Elevator at Westwego, La., 1,000 horsepower; C. H. & D. Elevator at Toledo, Ohio, 300 horsepower; J. Rosenbaum Grain Co.'s new elevator at South Chicago, Ill., 700 horsepower.

The McMullin Motive Power and Construction Co. of Chicago, Ill., is sending out to the trade a small, neatly printed folder, calling attention to "The Little Mack," a gasoline engine of the vertical type, 1½ horsepower. The engine, including the tank and platform, requires a floor space 18x36 inches, is 32 inches high and weighs 350 pounds. It is especially practicable where small horse-

power is required. The folder also contains cuts and presents some of the good features of the McMullin Two-Cylinder Gasoline Engine.

The Inspection Envelope Co., Mt. Sterling, Ky., manufacture a patented sample envelope that is something of a novelty. When unfastened, the envelope can be opened out so as to admit of a full examination of the contents without removing them to the hand or a paper. After inspection the envelope can be closed again without handling the contents.

Nordyke & Marmon Co., Indianapolis, Ind., have just issued a Book on Mills "B-50," which is a descriptive catalogue of various types of grinding mills, kindred machinery and supplies. It consists of nearly 90 pages, bound in a handsome dark green cover and heavily embossed in red and gold. In addition to the regular cuts are several full-page halftones from wash drawings, illustrating various applications of their feed mills.

D. H. Stuhr of Davenport, Iowa, has purchased of McCray, Morrison & Co. of Kentland, Ind., one-half interest in their Patent Grain Purifier and Dryer. The price paid for same is reported as being \$80,000. A stock company with a capital of \$250,000 will be organized to place this patent on the market, under the name of the American Grain Purifier Constructing Co., with headquarters at Davenport, Iowa, and Kentland, Ind.

The S. Howes Co. of Silver Creek, N. Y., write us that they expect in the near future to be able to place before the milling public a scourer which they consider to be thoroughly up to date; in fact, the twentieth century machine. It is of an entirely new principle, and is now working in a number of the mills. After being put to such a thorough test they will be placed in a position to give a detailed description of this machine in the near future. The company recently received an order for three complete systems of wheat washing and drying for the largest mills in Minnesota. Each order was a duplicate of one given some time ago.

The Barnard & Leas Mfg. Co.'s new Illustrated Catalogue and Price List No. 35 is just from the press. It represents the culmination of over forty years of business, and its 300 or more pages contain illustrations with descriptions of the various machines which this well known Moline firm now manufactures. Ample space is given to their grain cleaning machinery and specialties for the grain trade, while their flour mill lines of machines is as attractively displayed as should be. The company wishes every elevator in the country to be supplied with one of these catalogues and will forward one to any party desiring same, upon application.

The Ohio crop report has now 650 correspondents, compared with 500 last year.

The storage rate at Milwaukee is still one-half a cent per bushel for first ten days, but the rate for subsequent period has been reduced to 1-50 of a cent per day.

A British steamer landed at San Francisco April 29 bags and jute equal to 9,000,000 bags. The jute was consigned to the prison bag factories at San Quentin.

The large car stories have been dormant of late but we heard of one this morning that, to the best of recollection, beats the record, says the Duluth Commercial Record of May 1. The Barnum Grain Co. received from the Dakota Elevator Co. at New Rockford, N. D., a car containing 1,955 bushels of flaxseed. At \$1.65, the price ruling to-day for rejected seed, this car will bring \$3,225.75.

On April 25 the steamer Hendrick S. Holden cleared from South Chicago with what is probably the largest cargo, from a point of bulk, ever loaded on the lakes, being 362,000 bushels of oats, or almost enough to fill a good-sized elevator. The cargo was shipped by the Merritt Elevator Company to Buffalo. The banner grain cargo from point of weight was loaded by the steamer Simon J. Murphy last year. It was 269,000 bushels of corn, weighing 8,339 net tons, taken on at South Chicago.

GRAIN ELEVATOR RATES.

The new schedule of fire insurance rates on other than terminal elevators, which went into effect April, 1901, was promulgated by the fire underwriters composing the Western Union, whose jurisdiction extends over the Middle and Western States. The old schedule of rates had been in use for twelve years without a change. This new rating applies to all country elevators. The large cities and all terminal elevators are excepted, and it has no effect on Chicago or Cook County elevators, as that city and county are rated by the Chicago Underwriters' Association.

The following is a list of the elevators enumerated according to the different kinds of power in use, with the credits allowed and charges therefor, to-wit: Steam power, gasoline engine power, cable or shaft power, horsepower, electric power. Grain warehouses without power and corn cribs (water power or gas engine power elevators are not designated):

The grain elevator rates promulgated May 23, 1899, are hereby amended as follows, to apply throughout union territory; but existing tariff rates on elevators which have been heretofore specifically rated shall continue to apply until this tariff shall have been applied by proper rating authorities, it being, however, understood that rates under all floating grain schedule policies hereafter written shall be based upon this tariff, regardless of present specific or floating rates on elevators so insured.

These rates do not apply to terminal elevators. Union territory covers the Middle and Western States: Chicago and Cook County are excepted from this application.

STEAM POWER ELEVATORS.

(A) Frame, iron-clad and iron roof, brick boiler house and brick smokestack.
Annual building basis rate.....\$2.50
Annual grain rate.....2.25
Schedule or floating grain.....2.25

DEDUCTIONS.

1. Where elevator building is iron-clad and metal roof, with brick boiler house, brick smokestack, adjoining elevator with entire fire wall (no opening), deduct.....15
2. Where elevator building is iron-clad and metal roof, with brick boiler house, brick smokestack, adjoining elevator with opening or openings protected by standard fire doors, deduct.....10
3. If brick boiler house, metal roof, with brick stack, detached 10 to 20 feet, no openings on side toward elevator, deduct from basis rate.....25
If over 20 feet and under 40 feet deduct....50
4. If brick boiler house, with brick smokestack, detached 10 to 20 feet, and with openings on side toward elevator, not protected by standard fire shutters, deduct from basis...15

CHARGES.

5. Add to basis rate for each cleaning machine and each corn sheller.....15
6. Add to basis rate for each feed mill, burr or feed roll.....25
7. Add to basis rate for use of corn cobs for fuel.....25
8. Add to basis rate for iron smokestack through roof.....10
9. Add to basis rate for exposures.....10
Net rate.....

(B) Steam power, frame elevator, shingle roof, brick or stone boiler house, with metal roof, iron stack.
Annual building basis rate.....\$3.00
Annual grain rate.....2.75
Schedule or floating grain.....2.75

DEDUCTIONS.

1. Where elevator building is frame, shingle roof, with brick boiler house, iron smokestack adjoining, with entire fire walls, no openings, deduct.....15
If with openings protected by standard fire shutters, deduct.....10
2. If brick smokestack over boiler house and independent of elevator building, deduct.....10
3. If brick boiler house, with metal roof, iron smokestack, detached 15 to 25 feet, no openings on side toward elevator, deduct from basis rate.....25
If over 25 and under 40 feet, deduct....50
4. If brick boiler house, with metal roof, iron smokestack, detached 15 to 25 feet, and with openings on side toward elevator, not protected by standard fire shutters, deduct from basis rate.....15

CHARGES.

5. Add to basis rate for each cleaning machine and each corn sheller.....15
6. Add to basis rate for each feed mill, burr or feed roll.....25
7. Add to basis rate for use of corn cobs for fuel.....25
8. Add for exposures.....25
Net rate.....

(C) Steam power, frame elevator, shingle roof, boiler in frame boiler house adjoining, iron smokestack.
Annual building basis rate.....\$3.50
Annual grain rate.....3.25
Schedule or floating grain.....3.25

DEDUCTIONS.

1. If iron-clad and iron roof, deduct.....10
2. If boiler house is brick lined, deduct.....10
3. If brick smokestack over frame boiler house and independent of elevator building, deduct.....10
4. If frame boiler house and iron smokestack, detached 20 to 40 feet, deduct.....25

CHARGES.

5. Add to basis rate for each cleaning machine and each corn sheller.....15
6. Add to basis rate for each feed mill, burr or feed roll.....25
7. Add to basis rate for use of corn cobs for fuel.....25
8. Add for exposures.....25
Net rate.....

(D) With boiler in main building, iron smokestack.
Annual building basis rate.....\$4.00
Annual grain rate.....3.75
Schedule or floating grain.....3.75

DEDUCTIONS.

1. If iron-clad and iron roof, deduct.....10
2. If boiler house is brick lined, deduct.....10
3. If brick smokestack over frame boiler house and independent of elevator building, deduct.....10
4. If frame boiler house and iron smokestack, detached 20 to 40 feet, deduct.....25
5. Add to basis rate for each cleaning machine and each corn sheller.....15
6. Add to basis rate for each feed mill, burr or feed roll.....25
7. Add to basis rate for use of corn cobs for fuel.....25
8. Add for exposures.....25
Net rate.....

(E) With boiler in main building, brick smokestack.
Annual building basis rates.....\$3.75
Annual grain rate.....3.50
Schedule or floating grain.....3.50

DEDUCTIONS.

1. If iron-clad and iron roof, deduct.....10
2. If boiler house is brick lined, deduct.....10
3. If brick smokestack over frame boiler house and independent of elevator building, deduct.....10
4. If frame boiler house and iron smokestack, detached 20 to 40 feet, deduct.....25

CHARGES.

5. Add to basis rate for each cleaning machine and each corn sheller.....15
6. Add to basis rate for each feed mill, burr or feed roll.....25
7. Add to basis rate for use of corn cobs for fuel.....25
8. Add for exposures.....25
Net rate.....

GASOLINE POWER ELEVATORS.

Frame, shingle roof, gasoline engine, pump feed, in brick metal-roof engine house, located 10 feet or more distant, or in frame engine house distant 20 feet or more from elevator, addition or driveway.
Annual building basis rate.....\$1.75
Annual grain rate.....1.50
Schedule or floating grain.....1.50

DEDUCTIONS.

1. If elevator is iron-clad and iron roof, deduct...10

CHARGES.

2. If engine house is iron-clad and iron-lined and 10 feet distant, or if engine house is brick, metal roof and adjoining but not communicating with elevator, additions or driveway, add to basis rate.....15
3. If engine house is brick, metal roof and communicating with elevator, additions or driveway, add to basis rate.....25
4. If engine house is frame, brick-lined, adjoining or within 10 feet, add to basis rate.....40
5. If engine house is frame, adjoining or within 20 feet of elevator, additions or driveway, add to basis rate.....50
6. If engine located in elevator, pump feed, add to basis rate.....75
7. If engine has gravity feed and engine house is detached 10 feet or more, add 10 cents; but if engine house is within 10 feet of elevator, additions or driveway, add to basis rate....25
8. If gasoline supply tank is inside of elevator, add to basis rate.....50
9. If gasoline supply tank is within 20 feet of elevator, additions or driveway, and above ground, add to basis rate.....25
10. If supply tank is within 10 feet and under ground, add to basis rate.....10
11. Add to basis rate for each cleaning machine and each corn sheller.....15
12. Add to basis rate for each feed mill, burr or feed roll.....25
13. Add for exposures.....25
Net rate.....

CABLE OR SHAFT POWER ELEVATORS.

Frame, shingle roof, with power in brick boiler house 40 feet or more distant.
Annual building basis rate.....\$1.75
Annual grain rate.....1.50
Schedule or floating grain.....1.50

DEDUCTIONS.

1. If elevator is iron-clad and iron roof, deduct...10

CHARGES.

2. Add to basis rate for each cleaning machine and each corn sheller.....15
3. Add to basis rate for each feed mill, burr or feed roll.....25
4. Add to basis rate for frame boiler house, distant 40 to 60 feet.....25

5. Add for exposure, particularly if power is obtained from flour mill or other special hazard.
Net rate.....

HORSEPOWER ELEVATORS.

Frame, shingle roof.
Annual building basis rate.....\$2.25
Annual grain rate.....2.00
Schedule or floating grain.....2.00

DEDUCTIONS.

1. If horses are not stabled or fed in elevator or additions, or within 20 feet thereof, deduct.....50

[Note.—This credit does not apply if horse is temporarily or occasionally stabled or fed in building or additions, and can only be allowed when the following rider or indorsement is attached to policy or incorporated in policy form]: It is hereby mutually understood and agreed between the assured and this company that in consideration of the reduced rate at which this insurance is written, that the insured warrants and agrees that during the term of this policy or certificates issued hereunder, no horse or horses shall be stabled or fed in any elevator building or additions described in schedule attached hereto, except buildings at....., and it is mutually agreed by and between the assured and this company that any violation of this agreed warranty shall void this policy and cause forfeiture of all assured's claims for loss at any location where such breach of warranty occurs.

CHARGES.

2. If elevator is iron-clad and iron roof, deduct...10
3. Add to basis rate for each cleaning machine and each corn sheller.....15
4. Add to basis rate for each feed mill, burr or feed roll.....25
5. Add for exposure.....25
Net rate.....

ELECTRIC POWER ELEVATORS.

Frame, shingle roof, electric motor installed in elevator, or in room or addition not fireproof.
Annual building basis rate.....\$2.00
Annual grain rate.....1.75
Schedule or floating grain.....1.75

DEDUCTIONS.

1. If motor in elevator and in fireproof room, or in brick building adjoining and entirely cut-off, deduct.....25
2. If power room not wholly cut-off, deduct....15
3. If elevator is iron-clad and iron roof, deduct...10

CHARGES.

4. Add to basis rate for each cleaning machine and each corn sheller.....15
5. Add to basis rate for each feed mill, burr or feed roll.....25
6. If wiring and electric installment is not in accordance with the National Code, add for deficiency.....
7. If power from street railway trolley, add....1.00
8. Add for exposures.....25
Net rate.....

GRAIN WAREHOUSES—WITHOUT POWER.

Frame, shingle roof.
Annual building basis rate.....\$1.50
Annual grain rate.....1.25
Schedule or floating grain.....1.25
If warehouse is iron-clad and iron roof, deduct.....10
Add for exposures.....25
Net rate.....

CORN CRIBS.

Detached risks—Cribs and contents—Annual.....40c
Add for exposures.....

Note 1.—If capacity in any of the above elevators or warehouses is over 50,000 bushels, add 25 cents.
Note 2.—Elevators or warehouses having a capacity in excess of 100,000 bushels shall not be included in floating grain schedule or insured under floating grain form.

Note 3.—In adjusting the rate on floating or general policies the total capacity of all the elevators or warehouses in any given schedule, whether used or not, must be charged for according to the foregoing tariff.

Note 4.—All cancellations of insurance on grain elevators or warehouses and contents shall be at short rate of full schedule rate.

Note 5.—Exceptional features, good or bad, will be fully considered.

The above describes fully the entire country elevator schedule in every particular.

A correspondent from Cushing, Iowa, to the News of Correctionville, Iowa, says: "At the meeting of the board of equalization last week the elevator men at this place, through their local representatives, protested against the assessment of their cribbed corn, claiming exemption under the special provision made for grain dealers. To back up their protest they produced written opinions by two attorneys favoring their contention. The city authorities had been investigating the subject for themselves and had arrived at a different opinion in spite of the legal talent arrayed against them. The municipal officials ruled that the provision for grain dealers applied only to grain in transit; and that cribbed corn, held with no purpose of immediate shipment but to await the future course of the market, was no longer in transit and became personal property, and therefore assessable under the laws of the state."

ILLINOIS AND MICHIGAN CANAL.

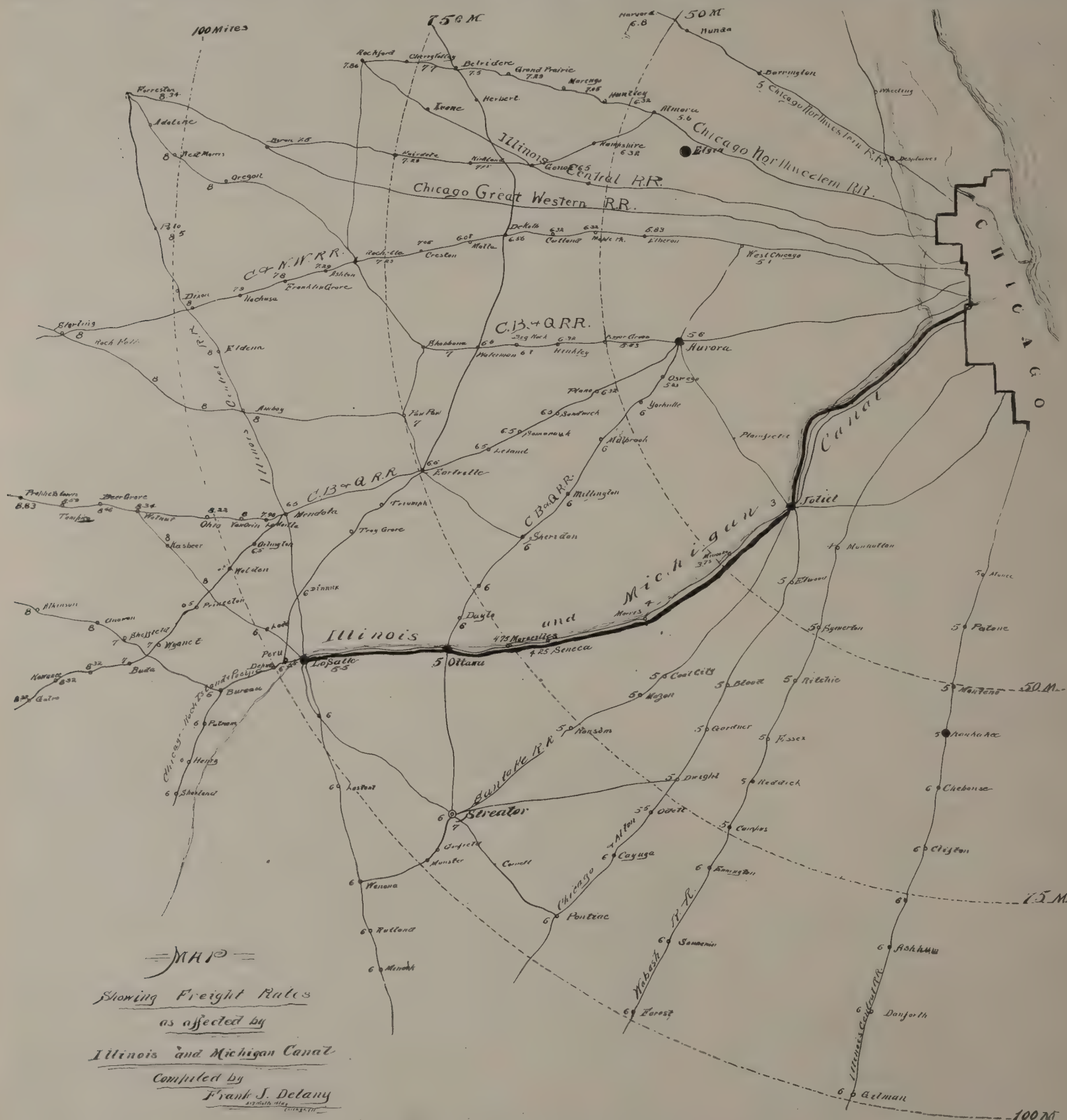
The deadlock between the Illinois and Michigan Canal Commissioners and the Chicago Drainage Board was broken on April 24, when the Drainage Board agreed to start the Bridgeport pumps to supply the canal with water on the Chicago, Lockport or Summit level. The dispute between the two bodies is over the matter of the expense of main-

have gone ahead and opened the canal on time (April 1) and subsequently adjusted the financial question on the basis of the decision, whatever it might be, did not seem to have occurred to the astute commissioners until the clamors of the canal shippers had made it apparent that something had to be done and at once to avoid suits for damages.

The movement which brought about this consummation was started by members of the Illinois

grain dealers, appealed to the legislature for financial assistance for the canal, and a bill appropriating \$150,000 for that purpose was introduced. In addressing the house committee on appropriation in support of this bill, Mr. Delaney spoke substantially as follows:

The principal result to be obtained by the construction, development or improvement of any waterway, either natural or artificial, is the lowering and equalization of transportation charges, either water or rail.



taining the Bridgeport pumps, each set of commissioners maintaining that the other board's treasury should pay the bill, which is about \$1,000 per month. The subject matter is in litigation, the Drainage Board having arbitrarily repudiated its contract to keep the pumps going, and both bodies, in supreme neglect of the interests and rights of shippers refused to do anything until the Supreme Court had rendered its decision upon the merits of their wrangle. The suggestion that either board might

Valley Grain Dealers' Association, whose committee, consisting of Frank J. Delaney, with Nash-Wright Company, Chicago, John L. Norton, of the Norton Mills, Lockport, and M. J. Hogan, of Seneca, with Frank J. Delaney as spokesman, pleaded with the commissioners for the relief of shippers, whose elevators were full of grain sold for April and May deliveries. A temporary peace was therefore patched and the canal opened.

Meantime the same committee, representing the

No railway can permanently obtain higher freight rates than those made by a competing carrier. Therefore, it will be interesting to note the economical influence which the Illinois and Michigan Canal exerts on rail rates throughout the state of Illinois. This economical influence is apparent and real, and exists whether or not the shipping on the canal proper increases or diminishes from year to year; for the importance of the canal is not to be measured by the business done upon its waters, but rather by its influence in saving freight charges to the producers in its immediate or remote territory.

The rate map shown herewith is not drawn to scale, although very nearly so, and is merely a sketch to

show the manner in which Illinois freight rates are affected by the competition of the canal. The figures underneath each name are the rates in cents per 100 pounds on grain, as shown by the latest freight tariffs quoted by the several railways indicated. By reference to the map it will be noted:

First. That freight rates (either water or rail) are markedly lower along the canal than at any other points in the state.

Second. That the low rail rates made by railways paralleling the canal, compel the nearest competing railways on either side to make correspondingly low rates, though these railways may be miles distant from the canal. This influence is directly felt at a distance forty or fifty miles on either side of the canal.

Third. (And it is well to note this particularly.) That the greater the distance from the canal, the higher the freight rate, regardless of the distance from Chicago.

A study of the various freight rates throughout the canal's sphere of influence will show that the presence of the canal saves in freight charges, from 1½ cents to 4 cents per 100 pounds. Assuming that the average saving is but 2 cents per 100 pounds (certainly a conservative estimate), we find a means of computing the yearly value of the canal to the state, in dollars and cents. Cook, Will, Dupage, Kane, Kendall, Grundy, LaSalle, DeKalb, Kankakee, Iroquois, Livingston, Woodford, Marshall, Lee, Bureau, Putnam, Stark, Peoria, Fulton and Tazewell counties are generally considered, as the "canal counties," that is, those most noticeably influenced by the canal. Those counties produced last year 973,000 bushels of wheat, 95,000,000 bushels of corn and 66,000,000 bushels of oats. Computing this saving of 2 cents per 100 pounds, on this grain we find that the enormous sum of \$1,500,000 has been saved to farmers on these three grains in one year alone. It is generally considered that but one-third of this grain went to market and paid freight charges; therefore, only this one-third really secured the saving directly. The other portion of the grain was consumed at home or locally, and although it did not receive the benefit directly, yet its value was as great as, and its benefit equal to that of the grain actually marketed, though it's proportion of the saving was received and felt indirectly.

This grain was not all marketed in Chicago, but as the Chicago markets are ruling markets, the world over, outside markets are compelled to bid higher prices than the Chicago market in order to obtain the grain, so that the saving in the rates to Chicago, really raises the price of all farm products whether these products reach Chicago, or are sold in smaller outside markets.

This is a direct saving to the farmers only on corn, wheat and oats, lumber, coal, machinery, etc., all other articles manufactured, or in raw material state also receive lower commodity rates to or from Chicago, and the amount of the saving on these articles to the consumer, as well as to the producer, cannot be adequately computed.

Complaint has been made that navigation on the canal has lapsed. The tonnage has decreased by small degrees, but this has been due to the fact that the future of the canal has been considered uncertain and as a result investments in canal shipping facilities have not been assured of any measure of permanency, therefore have been discouraged. However, an action on the part of the state which would indicate the intention of the state to maintain the canal, for all time, as it is morally bound to do, would remove this doubt, and the tonnage would immediately and materially increase, with a corresponding increase in the tolls. The average yearly tolls for ten years past were \$44,668.20 (1899 and 1900 omitted because of complications with drainage canal, which makes these years unfair for comparison). The average yearly ordinary expense including salaries, ordinary repairs, etc., for the same period were \$37,384.70. So we see that the canal actually pays a profit; that is, its receipts are in excess of its operating expenses. But during the recent years the extraordinary expenses, such as new construction, aqueducts, etc., have been unusually large, so that unless the figures are analyzed carefully, the canal has been apparently conducted at a loss. But these expenses are temporary; the improvements made, while costly, are permanent, and will not necessarily have to be repeated. The canal has actually paid a profit to the state each year until two years ago. The gross amount of such profits accruing to the state, since 1871 is in the neighborhood of \$680,000, and it is confidently believed that the canal will within a year or two resume its profit paying basis.

The above figures do not include the revenue from canal land leases or that obtained from water power leases, etc. Water power rights at Joliet, now under old time contracts, which will expire in 1916, will after that date produce a revenue of \$50,000 yearly. This is computing a yearly rental of \$10 per horsepower on 5,000 horsepower developed, which estimate is a very low figure, both as to rental and to horsepower developed.

But apart from its financial history, which is not as discreditable as has been very generally believed, the chief value of the canal lies in the fact that it absolutely governs the freight charges throughout a great portion of the state, its influence extending through the Illinois River, as far as Cairo. But a comparatively small portion of the grain mentioned in above computation ever reaches the waters of the canal, but the saving is made through the rail rates induced by presence of the canal. These benefits follow because the canal is there and is navigable, and the amount of shipping cuts no figure. The canal makes the rates, whether the shipments are made by rail or otherwise, and is therefore to be credited with the saving.

But to have this salutary influence the canal must be navigable, and be so maintained. The moment the canal becomes unnavigable, then its influence ceases, because it is thereby removed as a competitive factor.

It's use in connection with the Hennepin Canal, extending from Rock Island to the Illinois River at a point near Hennepin, will give it even more importance as an interior waterway, for its influence will then be

felt throughout the immensely fertile northwestern country drained by the Mississippi River. When the Hennepin Canal is completed, which will be within two years, the Illinois Valley through the advantages of cheap and abundant fuel, and low transportation charges, induced by its valuable waterways, will assume a new importance in the world of manufacturing, as it now holds the palm for fertility of its soil.

Therefore, a careful study of the favorable commercial conditions, traceable directly to the very excellent economic influence of this waterway, will lead anyone who is unbiased, by hostile prejudices, to conclude that it is of prime importance to the commercial interests as well as to the producing interests of the state that this key to commercial supremacy and industrial advantage be not carelessly thrown away.

The bill was subsequently reported favorably by the committee and has passed both houses. It (House Bill No. 270) appropriates \$150,000 "for the purpose of making necessary and extraordinary repairs and providing means for maintaining the canal in a navigable condition." Of the total amount only \$50,000 is available, except in case of "unforeseen emergency;" but the \$50,000 may be spent for "immediate extraordinary repairs and protection" necessary to keep the canal in navigable condition. The commissioners must, however, first file with the auditor a detailed statement of the canal's condition, showing the immediate need of the canal for the said expenditure, which statement shall be approved by the governor before the auditor shall issue a warrant for the money.

IN THE COURTS

The Wabash Railway has brought an action against the Toledo and Wabash Elevator Company to obtain possession of property along the dock at the foot of Maumee Avenue, Toledo.

The Citizens' National Bank of Dayton is suing W. S. Silson, P. Kerr, T. B. Wilcox and the Hamilton-Rourke Warehouse System, to recover \$11,530 on account of wheat stored in a warehouse at Dayton, Wash., in April, 1898.

H. J. Caldwell and W. T. McCray have brought action at Lafayette, Ind., against the Samuel Bohn Grain Company for damages, alleging the defendants used fraud in grading corn sold them by plaintiffs from Earl Park.

Elias Hartman of Carlisle, Pa., has sued Willis E. Glatfelter, a grain dealer of Cumberland County, for \$539. Hartman alleges defendant sold him 45 bushels of spring barley instead of fall barley as agreed and that he lost his farm labor and his crop.

Daniel De Wolf of St. Paul has sued J. G. Trauerman & Co. of Newport, Neb., claiming damages of \$2,940 on a deal involving 100 cars of prairie hay. De Wolf claims the defendants agreed to sell him 100 cars of the hay f. o. b. Newport at \$8.50 per ton, but shipped only two cars to him.

The Northwestern Elevator Company has secured a rehearing in the Supreme Court of South Dakota of the case brought against it by Codington County. The county claimed the right to collect taxes on grain loaded into cars for shipment at the time the assessor arrived. The Supreme Court had sustained a decision in favor of the county.

F. H. Fitts and others have sued J. J. Lemaire and others at Boston for \$349.64, the amount of a draft in payment for 1,356 bushels of oats. Defendants allowed the draft to go to protest; and in defense allege that the car on arrival weighed out only 956 bushels, in payment for which they sent a check for \$203, which plaintiffs accepted.

Judgment by default was entered on May 8 at Chicago in favor of A. O. Slaughter & Co., against the Chicago Elevator Company for \$110,871.59. The judgment secured on the account between the plaintiffs and the Chicago Elevator Company will be used in further proceedings in the courts, when an attempt will be made to compel the stockholders in the elevator company to settle the claim.

Miss Belle Butler has applied for a receiver for the Montgomery Grain Company of Kansas City. Miss Butler some time since obtained judgment against the firm for \$3,333; but when execution was issued the firm was found to be insolvent. She now alleges that when the Montgomery brothers found she was going to get a judgment in her former suit, they diverted funds of the company

to other companies to prevent her making the amount of her claim. She asks for a receiver to hunt for those funds.

A. J. Cutler & Co. has secured a verdict of \$54,062 against Chas. W. Partridge, being the amount claimed by them to have been lost because of Partridge's refusal to margin his deals. Partridge claimed he had a contract with the firm for credit to the amount of \$100,000. The deals were made in 1892 and were unsuccessful; and when the losses amounted to \$85,000 the firm demanded that the margins be paid. On Partridge's refusal to pay, he was sold out, and suit was brought for the balance due. Gambling was pleaded in defense.

The Illinois Supreme Court has affirmed the decision of Judge Tuley, which was also affirmed by the Appellate Court, that good-will as an asset in a board of trade firm is valueless. The action was originally brought by the administrator of the estate of Daniel R. Butters, who claimed \$50,000 as the value of Butters' share in the firm of F. G. Logan & Co. of Chicago. The decision in substance is that the good-will or name of a commission or brokerage firm which deals in financial matters almost exclusively is not an asset for a partner, and is not the same as in a mercantile business, where the trade is built up by other methods.

Thos. A. Harney, of Harney Bros., brokers, Chicago, was arrested on April 18 on a charge of embezzlement, brought by J. L. Wilson of the Chicago and Milwaukee Telegraph Company, who had recommended Harney to the C. C. Rogers Grain Co. of Milwaukee. The Grain Company allege they gave Harney an order to buy 185,000 bushels of wheat, and that margins and commissions were forwarded on demand. But the Rogers Company now claims that Harney did not buy the grain but appropriated all the money to his own use; that the market advanced and their customer took his profit of \$4,500, while Harney was wired to sell. Mr. Harney is now under bail for his appearance for trial.

The status of country "boards of trade" sometimes bucketshops pure and simple, and sometimes branch houses of legitimate brokers, is to be aired in the courts at Galesburg, Ill. Some time since Charles Sword established an office at Abingdon, Ill., representing that it was a branch of the Chicago board. R. E. Heller wrote the Abingdon Enterprise denouncing the place as a gambling institution, where large profits were promised for small investments. He pictured the result as disastrous to Hedding College. The next issue of the Abingdon Kodak, an opposition paper, contained a letter flaying Heller. This letter was signed by Sword, but Heller accuses John J. Rodgers, a wealthy resident of Abingdon, who made \$25,000 recently on the Abingdon Board of Trade, of being the author. He has sued Rodgers for \$10,000 damages for libel. Sword, on the other hand, has brought suit for \$3,500 against E. M. Killough, editor of the Enterprise, for publishing Heller's letter.

The court at Buffalo has rendered a decision in favor of the Dakota Elevating Company against the Prussian National Insurance Company on a policy insuring the "use and occupancy" of the Dakota Elevators in case of fire. The appraisers after the fire found that it would have required 259 days to rebuild the elevator. The company named had agreed in its policy of insurance to pay \$4.77 a day for each day's loss, the aggregate loss not to exceed \$1,500. There were other insurance policies aggregating \$70,000. The total amount of loss was \$60,000. The question raised in the case was whether the plaintiff was the sole and unconditional owner of the subject of insurance, the question coming up by reason of the agreement between this elevator and other elevators in Buffalo for a pooling of their earnings to a certain schedule arranged between them. It was claimed by the defendant that under this agreement the earnings were transferred to the Western Elevating Association and that the plaintiff was not the sole and unconditional owner of the subject in insurance.

THE PHILLIPS CORN DEAL.

The Phillips corn deal is still on, and what the newspaper men generally think of it will not be known until all is over. Meantime a few suggestions have been thrown out for Mr. Phillips' benefit by the poets and the artists, of which the following are the best samples:

PHILLIPS.
Say, Phillips, here's to you!
You've won in handsome style;
You've squeezed them good and hard,
You've made a splendid pile;
You've shown a trick or two
That they didn't know before,
And they say that you're inclined
To exhibit a few more—
But, Phillips—Mister Phillips—
Say, just hold on a bit;
They live to sigh, "It might have been"
Who don't know when to quit.

Say, Phillips, you have shown
That you're the proper stuff;
You've met them and you've made
Them sadly cry, "Enough;"
You've chased them all around
And you've had a lot of fun,
And they say you rather think
That you'll keep them on the run—
But, Phillips—Mister Phillips—
Now just hold on a bit;
Men always live to mourn their greed
Who don't know when to quit.

—Record-Herald.

YOU CAN'T KEEP A GOOD MAN DOWN.



—Record-Herald.

TAKE AWAY YO' CORN.



Chorus—"How could we have thought we'd want all that?"—Daily News.

LUCKY THING FOR JOSEPH'S BRETHREN.

"You remember," said the Sunday-school teacher, "that story I told you two or three weeks ago about Joseph—how his brothers sold him, and how

he was carried into Egypt, and how, many years after, when the wicked ones who had sold him went down to Egypt after corn, he filled their bags. Have you thought of the story since then and of the mysterious ways in which God's purposes are often worked out?"

"I ain't thought nothin' about the mysterious ways," replied little Thurber, "but it's made me scared every time I thought how Joseph would of squeezed them if he would a knew as much about the corn business as Phillips does."—Record-Herald.

MILWAUKEE DEALS IN PRIVILEGES.

The Milwaukee Chamber of Commerce after some ten years of lassitude during April resumed trading "privileges"—they don't say puts and calls up there. Most of the business has come from the Chamber's new Chicago members, and the first day's work recorded trades aggregating over 1,000,000 bushels. Prices were made independently of Chicago, and trading has been "fast and furious."

Herman Reel, a member, tried to stem the current by an appeal to the Chamber not to legalize privilege trading or the elevator receipts of Chicago elevators simply because some twenty firms from Chicago, a very small percentage only of that Board's membership, had joined the Chamber in order to trade on options, which are forbidden by state law in Illinois, but without avail. On April 15 the directory of the Chamber formally declared receipts of the following Chicago elevators regular for delivery on transactions made in the Milwaukee market:

Elevator.	Owner.	Bu.
Alton and Alton B.	G. A. Seaverns	1,850,000
Armour, comprising Houses A B and B Annex		
Annex	Armour El. Co.	5,000,000
Armour C.	Armour El. Co.	1,000,000
Armour F.	Armour El. Co.	800,000
Calumet B.	Calumet El. Co.	1,200,000
Calumet C.	Calumet El. Co.	1,500,000
Central B and Annex	Central El. Co.	1,800,000
Chi. & St. L. and Annex	Keith & Co.	2,000,000
City	C. Ry. Tm. El. Co.	1,000,000
Galena	C. Ry. Tm. El. Co.	700,000
National	Nat. El. & D'k. Co.	1,000,000
Nebraska	Neb. City Pkg. Co.	2,500,000
Peavey B.	Peavey Grain Co.	1,750,000
Rock Island A.	C. Counsel'n & Co.	1,000,000
St. P. and Fulton Annex	Armour El. Co.	800,000
S. Chicago and Annex	S. Chi. El. Co.	2,500,000
Union	C. Ry. Tm. El. Co.	2,000,000

Total bushels.....28,400,000

To these may be added the Milwaukee houses, making a total regular of approximately 30,000,000 bushels.

ILLINOIS VALLEY GRAIN DEALERS AT STREATOR.

The usual attendance of Illinois grain dealers was present at the monthly meeting of the Illinois Grain Dealers' Association, held at Streator, April 25. In the absence of President Kilduff, George Beyer of Du Pue occupied the chair.

George J. Lebeau of the Board of Trade Weighmasters' office, Chicago, gave an interesting talk on the methods of weighing grain in that market.

A general discussion was held of the question of grain men buying for future delivery. The subject was finally referred to a committee composed of C. E. Douglas of Marseilles, F. M. Shaw of Ladd and W. E. Kreider of Tonica, who reported that the question was of too great importance to be disposed of without a full discussion and more extensive hearing of arguments. They recommended that the parties most interested hold a conference and that final discussion of the subject be postponed till next meeting.

The following resolutions were read and adopted:

Whereas, Owing to complications between the Drainage Canal trustees of Chicago and the commissioners of the Illinois and Michigan Canal, the pumping works at Bridgeport have been shut down during the early part of the season, thereby destroying navigation in the Illinois and Michigan Canal; and,

Whereas, Because of our knowledge of conditions appertaining thereto, we fully realize the immense direct value that the canal is to the producing and commercial interests of the whole state; therefore, be it

Resolved, That our secretary be instructed to write a personal letter to Governor Yates setting forth these facts and enclosing these resolutions, and urging him to use his influence toward a permanent continuance of navigation on the said Illinois and Michigan Canal.

Resolved, That each and every member of this Association be requested to write a personal letter to the

senator and representative of his district, urging them to support and further by all honorable means any legislation that will tend to preserve navigation in the canal.

The meeting adjourned to meet in one month.

Court Decisions

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

Entitled to Recover Deposit.

The Supreme Court of Oregon, holds (Mellott against Downing, 64 Pacific Reporter, 393) that brokers have no lien upon money deposited with them to secure them against loss through failure of a customer to reimburse them for commissions earned, money advanced, or liabilities assumed by them in the purchase and sale for his account of grain or options on Board of Trade of Chicago when they disobey the instructions of the customer, and, while he assumes and believes his orders are actually placed as directed, the transactions are fictitious; and it holds that he is entitled to recover the money deposited as for money had and received.

Liability on Paying a Bank Draft Attached to Unindorsed Bill of Lading.

Possession of an unindorsed bill of lading by a person other than the consignor or consignee, the Supreme Court of North Dakota holds, raises no presumption that such person is the agent of the consignor. In the case before the court, that of Stewart against Gregory, Carter & Co., 84 Northwestern Reporter, 553, a farmer shipped a car of wheat to a company doing a grain commission business. The bill of lading was taken in the farmer's name and was at once left at a local bank with the cashier. On the day following, the managing officer of the bank drew a draft upon the commission company for the estimated value of the car of wheat and signed the farmer's name thereto, "by S. G. More," his own name, and attaching the bill of lading thereto, forwarded the same to the commission company, which promptly paid the draft.

There was no evidence in the case which warranted the commission company in assuming that S. G. More had authority to sign the farmer's name to the draft; and the court says that if any transfer of title to the wheat could be assumed from the delivery of the bill of lading, such assumption was overcome by the fact that the draft was drawn in the farmer's name, which was in itself an assertion that the wheat belonged to him. Moreover, the evidence warranted the conclusion that More had no ostensible authority even to sign the farmer's name to the draft, and that there had been no subsequent ratification by the farmer of his action in the matter. So the court holds that the company was properly found liable for the value of the wheat at the suit of the farmer. It holds that evidence to show that it was the custom of the bank to draw drafts for customers upon bills of lading left at the bank was properly excluded, there being no showing or offering to show that the farmer knew of any such custom. Nor does it consider that if the bank had so drawn for him in a prior year, that would show his knowledge of any such custom. Neither does it think that the farmer was debarred from maintaining his action against the company because the proceeds of the More draft went to pay a bill of his for supplies for which More was morally or legally responsible, when the farmer had no knowledge of what had been done and had not ratified it.

EXPORTS FROM ATLANTIC PORTS

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending May 11, as compared with same weeks last year, have been as follows:

Articles.	For week ending May 11.		For week ending May 4.	
	1901.	1900.	1901.	1900.
Wheat, bushels.....	3,014,000	1,809,000	2,666,000	2,008,000
Corn, bushels.....	2,813,000	4,411,000	1,826,000	4,274,000
Oats, bushels.....	1,754,000	665,000	1,504,000	711,000
Eye, bushels.....	5,000	98,000	42,000	11,000
Barley, bushels.....	85,000	238,000	35,000	140,000
Flour, barrels.....	289,800	404,800	327,200	414,109

RANGE OF PRICES AT CHICAGO

The daily range of prices for cash grain at Chicago for the month ending May 12 has been as follows:

April.	No. 2 ^W . R.W. WHT.		No. 1 ^W . S.P. WHT.		No. 2 CORN.		No. 2 OATS.		No. 2 RYE.		No. 1 ^{N.W.} FLAXSEED	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
12	71 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26	26 1/4	160 1/2	160 1/2	160 1/2	160 1/2
13	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
14	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
15	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
16	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
17	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
18	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
19	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
20	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
21	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
22	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
23	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
24	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
25	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
26	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
27	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
28	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
29	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
30	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
May 1	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
2	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
3	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
4	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
5	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
6	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
7	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
8	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
9	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
10	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
11	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157
12	70 3/4	73	70 1/4	70 3/4	43 1/4	43 1/4	26 1/2	27	54	54	157	157

* Nominal price.

During the week ending April 19, Prime Contract Timothy Seed sold at \$3.75@3.90 per cental; Prime Contract Clover Seed at \$10.75@11.00; Hungarian at \$0.80@1.15; German Millet at \$0.85@1.20; Buckwheat at \$0.80@1.15 per 100 pounds.

During the week ending April 26, Prime Contract Timothy Seed sold at \$3.90@4.00 per cental; Prime Contract Clover Seed at \$10.75@11.00; Hungarian at \$0.90@1.15; German Millet at \$0.85@1.20; Buckwheat at \$0.80@1.15 per 100 pounds.

During the week ending May 3, Prime Contract Timothy Seed sold at \$3.90@4.00 per cental; Prime Contract Clover Seed at \$10.50@10.75; Hungarian at \$0.90@1.15; German Millet at \$0.85@1.20; Buckwheat at \$0.90@1.25 per 100 pounds.

During the week ending May 10, Prime Contract Timothy Seed sold at \$3.60@3.90 per cental; Prime Contract Clover Seed at \$9.50@10.50; Hungarian at \$0.90@1.15; German Millet at \$0.85@1.20; Buckwheat at \$0.90@1.25 per 100 pounds.

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 21 months ending with April as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1900-01.	'99-1900.	1900-01.	'99-1900.
August	1,125,750	624,375	749,135	670,392
September	764,250	1,231,875	522,880	775,135
October	931,500	1,163,814	536,664	848,149
November	746,384	1,068,698	490,505	555,308
December	474,000	812,875	108,068	494,339
January	334,500	174,000	69,950	233,423
February	258,750	259,500	119,667	110,605
March	306,000	389,750	196,948	221,235
April	234,750	198,750	140,500	90,953
May		206,250	204,800	
June		16,500	16,068	
July		20,000	53,361	
Total bushels	5,175,884	6,297,382	2,934,312	3,773,908

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at eight primary markets during the forty-four weeks ending April 29, for the last two years, according to the Cincinnati Price Current, were as follows:

	1900-01.	1899-1900.
St. Louis	21,010,000	8,753,000
Toledo	8,220,000	10,488,000
Detroit	2,217,000	2,639,000
Kansas City	35,088,000	15,053,000
Winter	66,135,000	36,933,000
Chicago	42,093,000	23,687,000
Milwaukee	8,246,000	9,547,000
Minneapolis	70,906,000	75,740,000
Duluth	16,799,000	51,013,000
Spring	137,984,000	159,987,000
Total bus., 44 weeks	204,519,000	196,920,000

In clearing ground for the new Southern Railway elevator at East St. Louis, the police had to be called in to drive away squatters who refused to vacate.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of April, 1901:

BALTIMORE—Reported by Wm. F. Wheatley, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels	1,069,143	658,321	804,108	360,995
Corn, bushels	2,585,368	4,405,326	3,578,040	3,767,621
Oats, bushels	1,717,271	532,114	1,041,973	159,743
Barley, bushels	2,127	5,073		
Rye, bushels	49,495	81,092	7,713	
Timothy Seed, bushels	829	1,387		
Clover Seed, bushels	1,262	1,185		
Hay, tons	4,242	6,919	1,873	2,777
Flour, bbls.	317,088	311,201	310,639	259,45

BOSTON—Reported by Elwyn G. Preston, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels	1,674,810	1,072,470	2,253,177	621,288
Corn, bushels	887,876	1,576,529	1,044,800	859,469
Oats, bushels	837,836	821,844	440,791	14,940
Barley, bushels		186,344		319,644
Rye, bushels	16,488	530	17,143	
Flax Seed, bushels				
Hay, tons	10,480	12,920	15,381	16,217
Flour, barrels	188,112	216,015	93,666	103,369

CHICAGO—Reported by George F. Stone, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels	3,008,026	1,644,015	3,688,643	2,828,670
Corn, bushels	3,992,352	8,717,350	5,900,449	12,094,183
Oats, bushels	7,296,882	7,015,537	9,969,775	7,813,614
Barley, bushels	534,028	462,666	137,368	56,106
Rye, bushels	191,300	194,550	184,099	94,324
Timothy Seed, lb.	1,801,006	3,083,805	6,074,964	5,662,946
Clover Seed, lb.	683,317	287,874	1,013,310	737,572
Other Grass Seed, lb.	1,347,672	958,215	691,991	1,732,643
Flaxseed, bushels	256,853	195,050	84,835	183,220
Broom Corn, lb.	1,324,870	206,825	1,698,339	253,216
Hay, tons	12,369	14,718	636	582
Flour, barrels	845,180	729,793	727,771	959,820

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels	44,276	46,150	23,987	44,224
Corn, bushels	454,489	584,145	142,154	274,768
Oats, bushels	397,360	342,126	256,563	97,828
Barley, bushels	58,834	66,031	3,410	2,334
Rye, bushels	29,876	40,682	24,841	26,392
Timothy Seed, bags	2,800	3,048	2,789	3,686
Clover Seed, bags	2,978	2,739	4,176	4,756
Other Grass Seeds, bags	4,989	8,715	7,118	8,345
Hay, tons	7,049	6,725	3,511	4,716
Flour, barrels	239,105	231,062	204,833	197,363

CLEVELAND—Reported by F. A. Scott, secretary of the Chamber of Commerce:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels	128,467	156,572	103,204	166,095
Corn, bushels	612,630	846,545	557,028	1,313,887
Oats, bushels	861,661	834,693	460,364	411,182
Barley, bushels	42,300		9,812	3,700
Rye, bushels			7,804	
Flaxseed, bushels				110,000
Hay, tons	3,823	18,916	283	358
Flour, barrels	42,500	55,540	18,300	17,490

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels	102,793	125,561	137,022	57,562
Corn, bushels	168,123	381,097	146,348	226,044
Oats, bushels	205,524	111,064	1,484	33,732
Barley, bushels	104,577	92,321	13,582	7,484
Rye, bushels	30,130	4,998	39,291	2,331
Hay, tons				
Flour, barrels	22,000	19,000	19,000	17,600

DULUTH—Reported by S. A. Kemp, secretary of the Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels	1,435,045	2,934,769	279,550	2,065,589
Corn, bushels	55,302	273,178	2,744	1,402
Oats, bushels	152,169	46,808	14,792	18,669
Barley, bushels	1,503	70,859	3,327	41
Rye, bushels	40,690	17,982	11	88,500
Flaxseed, bushels	17,938	15,945	25,543	5,167
Flour, barrels	424,110	394,025	14,160	99,790
Flour production, bbls.				

GALVESTON—Reported by C. McD. Robinson, chief inspector of the Cotton Exchange and Board of Trade:

Articles.	Receipts.		Shipments.	
	1901.	1900.	1901.	1900.
Wheat, bushels			837,360	1,157,760
Corn, bushels				254,572

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade:

Wheat, bushels	1,224,800	879,450	1,954,200	243,500
Corn, bushels	672,000	697,000	533,250	415,500
Oats, bushels	412,800	304,000	198,000	108,000
Barley, bushels	800	2,400	800	2,400
Rye, bushels	6,500	5,850	2,600	500
Flaxseed, bushels	5,250	3,000	650
Hay, tons	11,190	10,070	6,290	6,190
Flour, barrels	94,400	38,040

ELEVATOR

GRAIN NEWS

AMONG CHICAGO'S ELEVATORS.

The Lake Shore Transfer Elevator has had a new gravel roof put on its boiler and engine house.

The Minnesota Elevator recently received a number of needed repairs and had its pumps overhauled.

The Peavey Grain Company's Elevators A and B at South Chicago are now making up for time lost during the past dull season.

Grand Trunk Elevator No. 3 (formerly the New England), operated by La Sier & Hooper, has closed down again for an indefinite period.

The steamer Pasadena unloaded 60,000 bushels of No. 3 corn at Armour Elevator C on April 26, and later was reloaded with wheat for Buffalo.

South Chicago Elevator D, at Ninety-third Street and Harbor Avenue, recently installed a new Eureka Separator, with a capacity of 2,000 bushels.

Sibley Elevator A, at 'Thirty-first Street and Stewart Avenue, has done but little work during the past year, running only about one day a month.

P. E. Canfield, formerly superintendent of the Indiana and Wabash elevators for the Chicago Elevator Co., is now one of the state grain inspectors.

The steamer Hendrick S. Holden recently completed a cargo of 362,000 bushels of oats at the Merritt Elevator at South Chicago, and started for Buffalo.

The Calumet Grain & Elevator Co.'s plant, at South Chicago, recently loaded the steamer George Presley of Fairport with 140,000 bushels of corn for Buffalo.

Grand Trunk Elevator No. 1, operated by Rogers, Bacon & Co., after transferring over 2,000 cars in March, has done but little since, and is closed down at the present time.

Calumet Elevators A, B and C, at South Chicago, have recently had their entire electrical equipment overhauled and put in first-class shape, including the automatic journal fire alarm system.

The Armour Elevator Co.'s Columbia Elevator with empty bins is again on the list of idle houses and will probably continue so for a time. The property is in charge of night and day watchmen.

A power shovel for unloading cars has been installed by the Byrnes Grain Co. in their elevator at 3149-51 La Salle Street. This will greatly facilitate this work, as it was formerly done by hand.

The steamer W. L. Brown was loaded at the South Chicago Elevator Co.'s elevator on May 3 and 4, with a cargo of 238,500 bushels of grain—rye, wheat and corn. It left immediately for Buffalo.

The Michigan Central Railroad Co.'s Elevator A, at Kensington, has put in new elevator pulleys. This house will soon be entirely remodeled. Elevators A and B have run only at intervals during the past year.

On April 24 the Minnesota Elevator unloaded 109,000 bushels of No. 3 corn from the steamer G. B. Lockwood, where it had been stored since early in the winter. A cargo of wheat for Buffalo was substituted.

Grand Trunk Elevator No. 2, at Fifty-third Street and Central Park Avenue, operated by Rogers, Bacon & Co., has been running at full capacity for some time. At an early date it will receive a general overhauling and be newly ironclad.

The South Chicago Elevator Co.'s elevator C and annex were closed down recently for a few days to permit necessary repairs being made, including the overhauling of the engine. At the same time the elevator tanks were cleaned out.

J. D. Sayre, who recently accepted the superintendency of the J. Rosenbaum Grain Co.'s elevator now in course of construction at South Chicago, is about to start for Texas to inspect the company's elevators there and put them in good working condition.

At Armour Elevators A and B last month the steamer Black Rock unloaded 89,000 bushels of corn, the Chemung of Buffalo 90,000 bushels, and the William Wolf a large cargo, which they had held in storage during the winter. The steamers then took on cargoes of wheat for Buffalo.

W. S. Bowen, superintendent of Requa Bros.' elevator at Forty-fourth Street and the Wabash Railroad, has gone back to his old position in the general offices of the firm. His successor is W. W. Fry, who was formerly in charge of Grand Trunk Transfer Elevator No. 1, and is well and favorably

known among the grain men of the city. This house will be overhauled at once and the exterior repainted.

A few months ago the City Elevator at Twelfth and Lumber streets was given a coat of whitewash to obliterate the elaborate signs with which its sides had been decorated. The rains have removed the whitewash and once again we read in radiant letters the name of "The beer that made Milwaukee famous."

The Indiana Elevator, operated by the American Cereal Co., recently installed a new rubber elevator belt 300 feet in length. A 7-inch suction pipe has also been connected to the fire pump. A contract has been let for three new 68-inch by 16-foot boilers and the work is to be completed by June 24.

Harry Fitts, superintendent of Rosenbaum Bros.' elevator at Sandusky, Ohio, recently died very suddenly. Mr. Fitts was well known in Chicago grain circles, having formerly filled several positions in elevators of this city. The foreman of Rosenbaum's Belt Line Elevator has gone to Sandusky to take charge of the plant.

The Chicago Terminal Railway Elevator Co.'s City Elevator, at Twelfth and Lumber streets, kept its employees busy during the recent dull period making minor repairs and improvements, such as reabbtting bearings, relining spouts with metal, and cleaning out tanks and boots in preparation for the expected busy season.

The Oxford Elevator at South Chicago, operated by E. A. Lord & Son, has abandoned its feed grinding department. Several important improvements are to be made, including the placing of additional elevator legs and equipping all legs with safety cut-off and alarm devices. A track scale of larger capacity will also be installed.

The Santa Fe Elevator, situated on the South Branch, on April 19, loaded the steamer Madagascar with 85,000 bushels and the Kalkaska with 42,000 bushels of corn. Since February 19 this house has loaded 10 boats with corn, all bound for Buffalo, and has a record of loading a boat with 130,000 bushels of corn in 1 hour and 45 minutes.

The Mercer Elevator, at 1268-1274 West Twelfth Street, has done but a small amount of work during the past two months. The extensive hay and feed business formerly transacted at this house has been purchased by Messrs. Ingenthron & McCarville, who will continue it at 1276 West Twelfth Street, one door west of its former location.

The Mabbitt Elevators A and B, owned and operated by Geo. A. Seaverns, will have to be remodeled to meet the changes caused by elevating the tracks of the C. & A. Ry. about 20 feet. Plans for the remodeling are now being prepared. This plant has been unusually busy during the past two months, working days, nights and Sundays.

H. Mueller & Co.'s elevator at Fifty-fifth Street and Stewart Avenue will be overhauled from basement to cupola during next month. New belting and a new out clipper will be installed. Two old separators and also the feed grinding outfit will be taken out. Geo. Barnes is foreman of this plant, which has a capacity of 400,000 bushels.

The Armour Elevator Co.'s St. Paul and Fulton Annex elevators, at North Canal and Fulton streets, have been kept busy of late finishing the loads of grain of the various steamers loaded at the Armour houses on the North and South branches of the Chicago River. Outside of this kind of loading these houses have done but little work for some time.

At Armour's Elevator "C" recently a train of freight cars was run into the ironclad scale shed, entirely demolishing it. At the same time it seriously damaged the elevator, causing some 30 feet of brick wall to fall and making it necessary to replace a considerable section of the slate siding on the main building. The plant is owned by the C., B. & Q. R. R.

The Calumet Grain & Elevator Co.'s elevators A, B, and C, at South Chicago, during 10 days in April, shipped 400,000 bushels of corn East by rail. Charters for several boats were canceled during April owing to the engineers' strike. The new Elevator C has the largest grain scales in Chicago, each having a capacity of 135,000 pounds. They were furnished by Fairbanks, Morse & Co. Two new elevator belts, each 169 feet in length, were recently installed in Elevator A.

The Rialto Elevator Co.'s new plant now being constructed at One Hundred and Fourth Street and Calumet River, South Chicago, is making rapid progress. All the basement concrete foundation piers are completed and the elevator tanks are being placed in position. A greater portion of the steel for the storage tanks is on the ground. There will be 84 of these tanks and with the intervening spaces, which will be utilized for pockets, they will have a capacity of 1,000,000 bushels. Steam dredges are now at work cutting a slip from the

Calumet River to the house. All floors in the building are to be of cement and the structure is to be entirely fireproof. The contractors are the Macdonald Engineering Company of Chicago. The Elgin, Joliet & Eastern Railroad tracks run to the plant.

The Chicago-St. Louis and Annex Elevator, situated on the South Branch near South Halsted Street, is again on busy street, after a long period of but little work. On May 5 80,000 bushels of corn were loaded on a steamer bound east, and on the 7th inst. 83,000 bushels of No. 3 white corn were loaded on the steamer Maurice B. Grover bound for Buffalo.

The Barnett & Record Co., Minneapolis, have the contract for erecting a water cooling and condensing tower for the new Baltimore & Ohio Elevator at South Chicago. It is a frame structure, ironclad, and located between the power plant and the elevator building. This is expected to effect a great saving for the company. It is the only elevator in Chicago so equipped.

Armour Elevator E is now undergoing general repairs and improvements. A new brick and stone foundation is being placed under the engine room. All heads on the shipping elevator legs are being remodeled and having friction wheels placed on them. The old-time power shaft is being replaced with a rope drive. The house is expected to be in working order by June.

Armour Elevator F has recently had new cranes placed over each loading spout on the dock side to facilitate their operation. The brick boiler house at this plant is in serious danger of toppling into the river as the foundations have been undermined by the operation of a steam pile driver and dredge used in constructing a new dock. At an early date the plant will be entirely rebuilt.

The Calumet Elevator Co.'s plant at South Chicago is very busy these days on account of the unusual activity in the grain market. They are shipping by rail as expeditiously as possible 500,000 bushels of corn. Elevators B and C are receiving a new coat of dark red paint. Elevator B has received a new iron cornice and it and the boiler and engine house will receive a new gravel roof.

The Chicago Underwriters' Association has finally decided to grant a construction credit of 25 cents on the McReynolds Elevator "A," at One Hundred and Sixth Street and the Calumet River, South Chicago. This matter has been under consideration since the completion of the plant, and McReynolds & Co. are justly entitled to the credit, as the exterior and cupola of this house are constructed entirely of iron. This elevator has a storage capacity of 1,500,000 bushels.

At the McReynolds Elevator A at South Chicago on the night of April 28, while Charles Wickloff, the night watchman, was making his usual round, he had the misfortune to fall from the stairs in the stair tower to the bottom of the shaft. His fall was to some extent broken by his coming in contact with a steel shaft, but he was seriously injured both internally and externally, and at the present time lies in a very precarious condition. Mr. Wickloff was formerly a grain inspector.

The Nebraska City Packing Co.'s elevator, situated at Twenty-third Street and the South Branch, was the scene of a fatal accident on the evening of May 6. Five men on a hand-car were run down by the switch engine that does the work of the elevators. Three of the men jumped off in time to save themselves and two were instantly killed at the entrance to the elevator. This plant has not done any work during the past month, but preparations are being made for a possible busy season.

The National Elevator, situated at Wallace Street and Archer Avenue, is getting ready for an expected season of hard work. All necessary repairs have been made and two new mud drums are being placed on the boilers. The main railroad gates were recently demolished by a steam pipe driver, working on the adjoining dock, catching the two posts and smashing things up generally. This property has a capacity of 800,000 bushels, and is owned and operated by the National Elevator & Dock Co. O. C. Nelson is the superintendent.

The Rock Island Elevator B, situated at the South Branch of Chicago River, between Twelfth and Fourteenth streets, has been a busy house of late. This elevator loaded on April 24 the first ocean-going steamship to ply between Chicago and Europe. The vessel carried away 30,000 bushels of wheat which, however, was to be unloaded at Detroit, Mich. On May 7 the steamer Jesse Spaulding was loaded with 70,000 bushels, and on the 8th the steamer Oscar P. Flint was also loaded with 75,000 bushels of wheat, both bound for Buffalo. This house recently had a mishap caused by the breaking of a shaft, which so seriously damaged the boot, pulleys, belt and buckets of one leg that it was found necessary to replace them with new ones, and a leather belt 300 feet long and 325 new elevator buckets were in order. This elevator has

a capacity of 800,000 bushels, and is operated by Chas. Counselman & Co. Jeremiah McKee is the superintendent.

Central Elevator B, at the foot of South Water Street, is to be remodeled in the near future, all the plans and drawings for same having been made. The annex is to be removed, the cupola increased in height several stories, the storage capacity increased, a rearrangement of the elevator legs made and a number of other improvements added. This will be made a cleaning house and the machinery now in Elevator A will probably be installed in B and the former house used for storage only. This elevator is the property of the Illinois Central Railroad Company and is operated by Carrington, Hannah & Co. The present capacity is 1,736,400 bushels. F. G. Roberts is superintendent.

ILLINOIS.

The elevator at Milbrook, Ill., is being enlarged.

Gust Holm will build an elevator at Caledonia, Ill.

F. M. Love is completing a new elevator at Etna, Ill.

A 40,000-bushel elevator is in course of erection at Lee, Ill.

T. H. Wheeler is starting work on a new elevator at Odell, Ill.

An elevator has been begun at New Holland, Ill., for Fred Rapp.

M. L. Anders of New Holland, Ill., has sold his elevator at Croft.

A. G. White is completing a grain elevator at Garden Prairie, Ill.

M. P. & P. R. Rogers, feed dealers at Litchfield, Ill., have dissolved.

T. D. Hanson & Co. are preparing to erect an elevator at Villa Grove, Ill.

Murray & Son of Eureka have purchased C. Wagner's elevator at Secor, Ill.

J. H. Myers of Middletown, Ill., has purchased the elevator at Croft Station.

J. R. Acton, Emden, Ill., has installed a feed grinding mill in his elevator.

Goff & Yates, Rantoul, Ill., have installed an automatic car loader at their elevator.

Joseph Kilduff has sold his grain and feed business at La Salle, Ill., to H. E. Caskey.

Truby & Sons, Elwood, Ill., recently remodeled their elevator and put in a new engine.

A new elevator is being built at the sheep yards south of Aurora, Ill., by the C., B. & Q.

R. E. Howe and E. W. Briggs of Mansfield, Ill., are reported to have sold their elevators.

Oberhelman Bros., Sublette, Ill., expect to build a 30,000-bushel addition to their elevator.

P. A. Felter of Eureka, Ill., contracted last month for the erection of an 80,000-bushel elevator.

Hamilton & Ekstrand recently made some improvements in their elevator at Ludlow, Ill.

A large addition to the Risser & Perry elevator at St. Anne, Ill., was completed last month.

U. S. Ellsworth and Charles Douglass have formed a partnership to buy grain at Utica, Ill.

The Morris Grain Co. will erect an elevator at Morris, Ill., to accommodate 50,000 bushels of oats.

A. M. Thornton has purchased an interest in the grain business of Leon Lemaire at Oquawka, Ill.

A large elevator is being built at Utica, Ill., to take the place of the one recently destroyed by fire.

James Crosby is building an elevator at Sands Station, on the Sterling & Denrock branch of the "Q."

C. F. Huss, grain dealer at Arenzville, Ill., has contracted for the erection of an 8,000-bushel elevator.

Jeter & Jeter, Plano, Ill., are putting up a new engine house and otherwise improving their elevator.

Jerry Bowen has purchased C. D. Greve's elevator at Garrett, Ill., and will take possession July 1.

The Pulsifer Elevator at La Salle, Ill., has been purchased by Tonica parties and is being remodeled.

The Churchill-White Grain Co. are said to be negotiating for Carrington, Hannah & Co.'s line of elevators along the 3-I Railroad.

A. L. Clark & Co. have purchased of B. F. Lane the "Middle Elevator" at Ashton, Ill., and will operate it in connection with the "West End" Elevator.

The Dixon Cereal Co. has a lease on the former elevator until October 1.

D. H. Curry & Co., New Holland, Ill., have installed a new boiler in their elevator power plant.

Abel, Brooks & Co. of Bloomington have begun the erection of a 35,000-bushel elevator at Deer Creek, Ill.

Edwin Beggs and George Husmann have purchased the Waverly Milling Co.'s elevators at Waverly, Ill.

A. H. Anderson, residing at Toulon, Ill., is now buying grain at Lafayette, Ind., for Frank Hall & Co. of Peoria.

It is reported that the Zorn Grain Co. of Bloomington are about to commence the erection of an elevator near Ogden, Ill.

Whitlow & Schneider have leased the Nevlin Warehouse on the Illinois River at Jerseyville, and will buy and ship grain.

Merritt Bros. & Co. of Dwight have purchased the Applegate Elevator at Blackstone, Ill., from Geo. H. Phillips of Chicago.

It is said that an elevator will be built at Magnolia, Ill., in anticipation of the coming of the Toulon, Marquette & Northern Railway.

R. F. Cummings of Clifton, Ill., recently purchased the McSorley Elevator at Martinton and placed W. H. McMahon of Chebanse in charge.

The Wellington Grain Co., Wellington, Ill., has been incorporated with a capital of \$12,000 by W. A. Hamilton, T. L. Parrish and D. H. Chapman.

It is reported that farmers in the vicinity of Bethalto, Ill., have decided to buy the Bethalto Grain Co.'s elevator, which is operated by a milling company.

The Advance Elevator at East St. Louis, Ill., has been moved about 150 feet to a point more convenient to the railroad tracks. It has a capacity of 1,500,000 bushels.

Work is in progress on the new Gilmore Elevator at Gridley, Ill. It will have capacity for about 35,000 bushels, and be equipped with improved machinery, including a power car loader.

G. T. Burrell & Co., Chicago, have a contract for the following new grain elevators: Dunaway, Ruckrigel & Co., a 55,000-bushel elevator at Utica, Ill.; 25,000-bushel elevator at Fordwood, Ill., and 60,000-bushel elevator at Ogden, Ill.

Rynder's Elevator at Waverly, Ill., was sold at constable's sale to Munday, Settlement Co. of Litchfield for \$235. It is an old building, but it is reported to be the intention of the new owners to remodel the building and buy grain there.

The Chicago Title & Trust Co. has been appointed receiver for Alex. Rodgers, a seed merchant at 220 Johnson Street, Chicago, whose insolvency is said to be due to the decline in price of timothy seed since last fall. Liabilities, \$63,000; assets, \$36,000.

Jordan Bros., grain buyers at Heyworth, Ill., suspended business the first of the month. Their liabilities are about \$13,000, with considerably less assets. The rapid rise in corn for May delivery is said to have caught them short both with farmers for whom they had stored and with dealers to whom they had contracted to ship.

CENTRAL.

An elevator is being built at Five Points, Ind.

E. D. Russell has sold his grain elevator at Defiance, Ohio.

Sheller & Disher have sold their grain elevator at Tokio, Ohio.

T. J. Hanley, Coshocton, Ohio, contemplates building an elevator.

Work has been begun on a new grain elevator at Montpelier, Ohio.

A large seed house has been established at Harbor Beach, Mich.

Holmes Bros. are completing a fine modern elevator at Portland, Ind.

S. W. Smelser has purchased the Miller & Kearns Elevator at Flora, Ind.

Bradford Bros. will engage in the grain business at Leesburg, Mich.

Abe Grove has sold his elevator at Ackley, Ind., to John McComas of Yeoman.

It is reported that Frank Dixon of Whiteland will build an elevator at Amity, Ind.

David East is said to be figuring on building a grain elevator at Anderson, Ind.

An elevator is being built at Andrews, Ind., by H. A. Davis of Grand Rapids, Ohio.

The Grubbs Grain Company of Greenville, Ohio, has purchased the elevators at Cambridge City,

New Lisbon, Dunreith, Bentonville, Beeson's Station and East Germantown.

J. H. Nofzinger & Co. will establish a grain elevator and flour exchange at Archbold, Ohio.

A. C. Hepker has leased the Lake Short Elevator at Angola, Ind., and will buy grain and hay.

The McLane-Swift Elevator Co. will rebuild their recently burned elevator at Battle Creek, Mich.

C. W. Heironimus succeeds the grain firm of Anderson & Hieronimus at New Madison, Ohio.

D. R. Risser of Vaughnsville, Ohio, recently made quite a number of improvements in his elevator.

It is reported that the Rapid Railway Co. expects to build a grain elevator at St. Clair, Mich.

John M. Enyard of Royal Center, Ind., has purchased W. W. Gresham's elevator at Galveston, Ind.

Brizius & Co. are erecting a 20,000-bushel elevator in connection with their flour mill at Newburg, Ind.

R. H. Reed has sold to John Bettis his interest in the grain firm of Ellerthorpe & Co. at Carsonville, Mich.

The Shields-Wilbur Co., grain dealers at Marysville, Ohio, have been succeeded by the Geo. M. Wilbur Co.

M. J. Lee has purchased Armstrong Colvert's grain business at Attica, Ind. He will make some improvements.

Townsend & Brooks, Nashville, Mich., have improved their elevator, added new scales and a seed wheat cleaner.

The Cleveland Grain Co., Cleveland, Ohio, is said to be figuring on the building of a large elevator at Terre Haute, Ind.

The Cleveland Grain Co., Cleveland, Ohio, has taken out a permit to build an addition to its elevator at a cost of \$35,000.

S. W. Baker recently purchased M. D. Burke's interest in the elevator at Maplewood, Ohio, and has taken charge of same.

J. M. Dunlap, the elevator man at Franklin, Ind., who assigned about a year ago, is reported to have settled in full with creditors.

F. E. Whitker, a grocer of Bowling Green, Ohio, will build a 25,000-bushel grain elevator on the C., H. & D. R. R. this summer.

The G. R. & I. Elevator at Sturgis, Mich., operated by A. Jacobs & Co., will be remodeled and a 12-horsepower gasoline engine installed.

F. C. Baluss & Co. of Blissfield, Mich., have leased the Lakeshore Elevator at Sturgis and also at Klingers and takes possession May 15.

The Hicks-Brown Milling Co., Mansfield, Ohio, will have erected two steel storage tanks for wheat, each having capacity for 50,000 bushels of wheat.

The firm of Bachman & Haumesser, Wauseon, Ohio, has been dissolved. Both members will continue in the hay, grain and farm machinery business.

Kempf & Co., Chelsea, Mich., have sold their grain and lumber business to the Wm. Bacon-Holmes Lumber, Grain and Coal Co., just incorporated.

It is reported from Goodland, Ind., that a 300,000-bushel transfer elevator will be built at that place at the junction of the C. & E. I. and the Pennsylvania railroads.

It is reported that Henry L. Goeman & Co. of Chicago have purchased a site at Mansfield, Ohio, on which to erect a large grain elevator, to be completed early in July.

The firm of Hurd, Enyard & Anderson has been formed at Royal Center, Ind., to erect a 35,000-bushel elevator and a feed mill. Work on the structure has been begun.

The Toledo Salvage Co. have purchased from Coon & Churchill their small elevator on the Clover Leaf Railroad at Toledo. They will use it for handling salvage grain.

E. L. Carroll has purchased from John D. Hale the grain elevators at Peterson, Curryville, Craigville, Monroe and Decatur, Ind. The latter place will be his headquarters.

The Iron Elevator Co., Toledo, Ohio, has contracted for the erection of five large steel tanks to increase the storage capacity of the East Side Iron Elevator 300,000 bushels.

J. R. Barrett, who recently sold his elevator in Wilmington, Ohio, to Mitchell & Hirt, moved to Indianapolis on May 1, where we understand he will again engage in the grain business.

The Frutchey, McGeorge & Co. elevator, which was burned at Gagetown, Mich., last winter, will be rebuilt. Five business men of the town have taken a half interest in the business, and it is said

that an elevator of 50,000 bushels' capacity will be built and equipped with a gasoline engine, etc.

Wm. Hammer of Montrose, Mich., has sold his grain and produce business to Hart Bros. of Flushing, who will take possession about June 15. Bert Serven will probably be their local manager.

A. G. Jakway has sold his half interest in the firm of Jakway & Murray, Goodland, Ind., to Gray & Burgess and the business is now conducted under the name of the Goodland Elevator Co. H. Murray has the management of the business.

EASTERN.

C. L. Keefe has reopened the grain store at Weston, Mass.

W. S. B. Runnels has sold his grain business at Waterboro, Me.

W. F. Borchers is erecting a grain elevator at Washington, Pa.

Fred Condon has opened a grain store at West Manchester, N. H.

Charles H. Leonard & Co. will erect a grain elevator at Boonton, N. J.

A 3-story bean and produce elevator is being built at Scottsville, N. Y.

Newhouse & Prindle have bought the feed store business at French Creek, N. Y.

Miner & Edgerton, grain dealers of Chicopee, Mass., have moved into new quarters.

Wm. Ledger has erected a large building at Saranac Lake, N. Y., for a feed store.

Wm. Chadwick of Sandisfield, Mass., has started in the grain business at New Boston, Mass.

Joseph A. Bennett and Lou Dokking have purchased the Garner Elevator at Bathgate, N. Y.

The Wade & Reed Company, grain merchants of Boston, Mass., have assigned to E. F. Woods.

W. H. Cooney has bought from J. E. Cooney the grain business of the latter at Blandford, Mass.

May & Hume will build a warehouse at Ellington, Conn., and put in a full line of grain and feed.

The Frederick City Elevator at Frederick, Md., which was recently destroyed by fire, is to be rebuilt.

H. C. Black of Leominster, Mass., has purchased the grain business of John Dunnell at Northfield, Mass.

Wilson & Wolven, grain dealers of Freeman, N. Y., are building an addition to their present plant.

C. S. Prior has built a store building at Barre, Vt., and is now occupying it as a grain and feed store.

The plant and business of the South Waterboro (Mass.) Grain Company has been sold to James P. O'Brien.

J. B. Wadleigh will reopen his grain store at South Kingston, Mass., and will put in a new 4-ton hay scale.

Russell J. Smith and Edwards Bros. have purchased Hervey T. Hedges' grain business at Sag Harbor, N. Y.

George E. Miller & Co. of Fairview, W. Va., have purchased the grain business of A. Felty at Fairmount, W. Va.

Ernest Higgins has bought Artemus Battle's interest in the firm of Shoven & Battle, grain dealers, at Orange, Mass.

The Peerless Mill Co., Parkersburg, W. Va., will have a fine new 25,000-bushel elevator ready for the new crop in July.

The Davidson Grain Co., Montclair, N. J., has been incorporated with a capital stock of \$20,000 to buy and sell grain.

Pierce & Graves, grain dealers of Brookfield, Mass., have dissolved partnership, Mr. Graves continuing at the old stand.

Ernest L. White has purchased the grain and hay business of B. N. Young at 51 North Main Street, Woonsocket, R. I.

Wm. W. Butman, a grain dealer of Lynn, Mass., has filed a petition in bankruptcy, with liabilities of \$8,499.56 and no assets.

James and Thomas Ashworth, of Cherry Valley, Mass., have bought the grain business of J. F. Chadwick at New Worcester, Mass.

The Adams Grain & Produce Company of Charlotte, N. C., has leased the large new warehouse of Baldwin & Brown at Richmond, Va.

The New England Elevator Company has been organized at Portland, Me., for the purpose of operating elevators and warehouses. The capital stock is \$400,000. The officers are: Frank Scott, Mont-

real, Canada, president; W. W. Daggett, Portland, Me., treasurer.

Frank C. Chace and George W. Arnold, grain dealers, of Fall River, Mass., have dissolved partnership. Mr. Chace retires from the firm and Mr. Arnold continues.

J. S. P. H. Wilson, mayor of Auburn, Me., has purchased the retail grain business of J. B. Ham & Co. in Auburn. Mr. Wilson has been in charge of the Auburn store for the past eight years.

The Lowe Grain Company has been incorporated at Gardner, Mass., with capital stock of \$15,000. The officers are: Ira D. Lowe, president; George R. Lowe, treasurer; Arthur H. Joslin, director.

Edson McCord and his son, Samuel J. McCord, have bought from George F. Cooley the feed business at 1016 Main Street, Peekskill, N. Y. The new firm will be known as Edson McCord & Son.

The last of the Raymond Elevator buildings at Buffalo has been torn down. The plant was built in opposition to the elevator combination, but could not stand the competition, and buildings were sold.

The Philadelphia & Reading Railway Company has completed plans for a 6-story warehouse and grain elevator, to be erected at Port Richmond, Pa. It will be built of brick, iron and stone, and occupy a ground space of 97 by 150 feet.

O. B. Tilton has purchased from S. D. Chandler the grain elevator at Main and Hollis streets, Nashua, N. H. Mr. Tilton bought the grain business from Mr. Chandler some time ago, with the privilege of buying the elevator at an agreed price any time within five years. This purchase has now been made, and the plant is being extensively improved. The building is being enlarged to increase the storage capacity 50 per cent.

The new Eastern Elevator at Buffalo, N. Y., is now completed. It is of concrete and steel, and absolutely fireproof. It consists of a "nest" of cylindrical steel bins and tanks. There are 68 small bins grouped together in the center, each bin 15 feet, 6 inches in diameter, and the total capacity of the 68 is 1,000,000 bushels. On two sides of these are rows of large tanks having a total capacity of 1,500,000 bushels more, making the aggregate capacity 2,500,000 bushels. The plant is to be run by electric power from Niagara Falls.

The following officers of the new Grand Trunk Elevator Company at Portland, Me., have been chosen: President, Frank Scott; treasurer, W. W. Duffett; clerk, C. A. Hight; directors, F. E. Richards, E. A. Noyes, M. R. Goding, George P. Westcott, R. W. Scott and L. L. Hight. The company is capitalized at \$400,000. The new elevator now in process of erection, will have a capacity of 1,500,000 bushels. Its length will be 229 feet, width 101 feet, and height 177 feet. There will be 208 bins, which will hold from 1,600 to 9,800 bushels each, and 14 elevator legs, with a capacity of 10,000 bushels per hour. Each leg will have a scale with a capacity of 84,000 pounds each, while the capacity of the scale hopper will be 1,400 bushels. The elevator will have an equipment of 14 power shovels. The power house will be 105 feet long by 47 feet wide, and the equipment will consist of two 500-horsepower engines and four boilers of 250 horsepower each. By the conveyor system, which will be in use, it will be possible to load vessels at three different points at the same time. The gallery system will be 2,375 feet in length.

IOWA.

L. J. Mighell will build an elevator at Sherwood, Iowa.

Harris & Co. are erecting an elevator at Barnes, Iowa.

The elevator at Luton, Iowa, is being generally overhauled.

B. Cline will build a new grain elevator at Hills Siding, Iowa.

M. L. Smith has sold out his grain business at Elwell, Iowa.

Austin & Hartwig are enlarging their elevator at Williams, Iowa.

Moore Bros. & Felthouse are building an elevator at West Bend, Iowa.

The Bloom Elevator at Klemme, Iowa, is to be greatly improved this season.

J. Porter continues the grain business of Mead & Porter at Fairmount, Iowa.

W. J. Fiala & Co. will make alterations in their grain elevator at Lisbon, Iowa.

Moore Bros. & Felthouse are about to build a new elevator at Rodman, Iowa.

John Gray will at once build a new elevator on the I. C. R. R. at Onawa, Iowa.

The last grain elevator has been removed from Hopkinton, Iowa, marking the close of what was

once a great business in the early years of that town's history.

Moore Bros. & Felthouse have purchased J. Pohl's elevator at Hampton, Iowa.

The Toeter Elevator at Toeterville, Iowa, will be enlarged during the coming summer.

August Lau has put a new equipment of machinery in his elevator at Klemme, Iowa.

Froning Bros., Geneva, Iowa, have purchased another elevator, located at New Hartford.

Jackson & Parsons of Mechanicsville, Iowa, are building a new grain elevator at that place.

W. B. Agnew is rebuilding the elevator at Dunkerton, Iowa, which he recently purchased.

The Trans-Mississippi Grain Co. has completed some repairs on its elevator at Mondamin, Ia.

Moore Bros. & Felthouse of Emmetsburg, Iowa, are building a grain elevator at Kanawha, Iowa.

Mr. Vail is fitting up the old mill at Keota, Iowa, into an elevator, and will handle and ship grain.

Geo. W. Post & Son of Lehigh, Iowa, have contracted for the erection of an elevator at Flugstad, Iowa.

Norstrum & Son, Burnside, Iowa, have added a cupola to their elevator and made other improvements.

Bert Cartwright of Winfield has purchased an elevator at Wyman, Iowa, and will take possession July 1.

It is reported that Frank Stanek, Chelsea, Iowa, has contracted for the erection of a 35,000-bushel elevator.

The St. Paul & Kansas City Grain Co. have sold the elevator at Gladbrook, Iowa, to the Neola Elevator Co.

A. Friend is building a new elevator at Lowden, Iowa. The contract was placed with the Younglove & Boggess Co.

Bowen & Regur have contracted with Honstain, Bird & Co. for a new 20,000-bushel grain elevator near Royal, Iowa.

J. A. Tiedeman & Co. expect to enlarge their elevator at Oto, Iowa, this spring, about 10,000 bushels and put in another dump.

Flynn Bros. have purchased D. B. Downey's elevator at Allison, Iowa. Mr. Downey had bought grain there for nine years.

The Devon Grain & Live Stock Association of Devon, Chickasaw County, Iowa, has been incorporated with a capital stock of \$6,000.

The Sioux City (Iowa) Starch Works last month purchased 10,000 bushels of white corn from Martin Bros., farmers near Sloan, Iowa.

J. R. Blair recently completed some important improvements to his elevator at Sloan, Iowa, including the installation of a new grain cleaner.

Chas. Stephenson has purchased the grain, lumber and coal business of Smith & Lamme at Olds, Iowa. Possession will be given on May 15.

The Northern Grain Co. will build a warehouse at Traer, Iowa, in connection with their elevator, for the storage of flour and all kinds of feed.

The two elevators at Oakland, Iowa, are now operated by one company. The heavy buying of stock feeders has greatly reduced business at that point.

The Colfax Northern Railroad Company has purchased the old coal line running between Colfax, Iowa, and Valeria. It is expected the line will be continued further north in the future.

The Des Moines Elevator Co., Des Moines, Iowa, contemplate the erection of a good-sized elevator for storage purposes, to relieve their cleaning plant, which was completed less than two years ago.

Flemming Bros., Armstrong, Iowa, have taken possession of the elevator which they recently purchased at Bonair. They will make some necessary improvements to put the plant in first-class shape.

The Dysart Grain Co., Dysart, Iowa, have purchased a site at Clinton, Iowa, on which they propose building a transfer and cleaning elevator, to be used in connection with their line of elevators in Eastern Iowa.

The Trans-Mississippi Grain Co. instead of building an elevator at Salix, Iowa, as proposed, has purchased the E. E. Huntley Elevator. This house, which was just recently thoroughly overhauled, will be enlarged by the new owners. The new addition will accommodate 20,000 bushels.

The Neola Elevator Co., Des Moines, Iowa, has purchased 28 country elevator stations from the Chicago & St. Paul Elevator Co. These elevators are all located on the C., M. & St. P. Ry. and are located at the following points in Iowa: Weston,

Underwood, Neola, Yorkshire, Persia, Portsmouth, Panama, Earling, Astor, Manila, Aspinwall, Coon Rapids, Bagley, Jamaica, Dawson, Perry, Bouton, Cambridge, Elwell, Maxwell, Collins, Tama, Buck Grove, Kenwood, Charter Oak, Mapleton, Hornick, Luton.

WISCONSIN AND MINNESOTA.

An elevator is being built at Sabin, Minn.

The Northern Grain Co. have built an elevator at Osseo, Wis.

Phipps & Co., Hanley Falls, Minn., have installed a new grain cleaner.

The Victoria Elevator Co. have sold their elevator at Bath, Minn.

Hon. J. L. Linderman is building an elevator near his mill at Osseo, Wis.

The Northern Grain Co. contemplate building an elevator at Almond, Wis.

The Duluth Elevator Co. has completed an elevator at Park River, Minn.

Chas. Riebe has sold his elevator at Miles, Minn., to the Empire Elevator Co.

Joseph Schaeffer expects to build a grain elevator at Lodi, Wis., this summer.

I. C. Pickett expects to remodel his elevator at Lanesboro, Minn., this spring.

The Minnesota Milling Co. is building a 15,000-bushel elevator at Gaylord, Minn.

The Northern Grain Co. of Chicago will erect an elevator at Red Granite, Wis.

The Peavey Elevator Co. are installing a new dump at their elevator at Gibbon, Minn.

M. B. Helmer will place an Evans Wagon Dump in his new elevator at Fond du Lac, Wis.

The Pfeffer Elevator Co. is building a 15,000-bushel elevator at Blue Earth City, Minn.

Frank Orr of Alma, Iowa, is said to contemplate the erection of an elevator at Stanton, Minn.

F. W. Hilger, dealer in lumber and grain at Zion, Minn., has sold out his lumber business.

J. A. Englehart is completing an elevator on the Northwestern right-of-way at Redwood Falls, Minn.

The Davenport Grain Co.'s elevator at Kanarazi, Minn., has been closed for the balance of the season.

The Farmers' Cooperative Grain Co. of Carroll, Minn., has been incorporated with a capital stock of \$10,000.

The Minnesota & Western Grain Co. of Minneapolis will build a large terminal elevator at Willmar, Minn.

C. D. Orr has completed his new elevator at Northfield, Minn. L. O. Hickok of Minneapolis was the contractor.

The Farmers' & Merchants' Elevator Co., Crookston, Minn., has been incorporated with a capital stock of \$10,000.

The Farmers' Alliance Elevator Co., Fosston, Minn., is being dissolved and its affairs wound up by Gust Eklund.

Henry Houston, Woodlake, Minn., has sold his elevator to Strong & Co. of Minneapolis, who will open it in the fall.

It is expected that two elevators will be built at Hayward, Minn., this summer. The town thus far has only had warehouses.

The Star Elevator & Milling Co. of Minneapolis are erecting an elevator at the corner of Plato and Starkey streets, St. Paul.

The St. Anthony & Dakota Elevator Co. will place an Evans Patent Wagon Dump in their elevator at Crookston, Minn.

The new Farmers' Elevator at Beltrami, Minn., will be equipped with a Gerber No. 2 Distributor and an Evans Wagon Dump.

James Currie has sold his interest in the grain business at Merrimac, Wis., to J. Larsen. Mr. Currie has returned to Lodi.

The Northern Grain Co. expect to increase their storage capacity at Manitowoc, Wis., by erecting several large steel tanks this summer.

T. S. Chittenden & Co., grain dealers at Ripon, Wis., will extend their business along the extension of the Northwestern Ry. when completed.

The Great Western Elevator Co. of Minneapolis have closed their elevator at Henning, Minn., for the balance of the season on account of a shortage of grain.

The Minnesota Elevator Company, with headquarters in Winona, Minn., has purchased of W. H. Stokes of Watertown, S. D., a line of elevators and coalhouses at points on the Chicago & North-

western road. This gives the Minnesota Elevator Company forty-two elevators in addition to their terminal "C" Elevator in Winona.

A farmers' elevator company has been organized at Wabasso, Minn., with a capital stock of \$5,000. They intend to build a good-sized elevator.

A. L. Wirtz of Fond du Lac has purchased Julius Kuehn's elevator, flour and feed business at Kaukauna, Wis., and will take possession on July 1.

Peter Beck of Lake City, Minn., is arranging to build an elevator and warehouse of about 25,000 bushels' capacity this summer. He will also put in a feed mill.

K. P. Landru has rented the Farmers' Elevator at Melby, Minn. It will be in charge of his brother, J. P. Landru, who will buy grain for Andrews & Gage of Minneapolis.

G. Pierce and F. Quartino will build a grain elevator and produce warehouse at Shoemaker Point, on the east shore of Green Bay about 30 miles from the city of Green Bay, Wis.

The Hunting Elevator Co., McGregor, Iowa, has awarded a contract to the Younglove & Boggess Co. for building an elevator at Taopi, Minn., to take the place of one recently burned.

St. John Bros. of Heron Lake, Minn., have disposed of their line of elevators on the Omaha road to Iowa parties for a consideration of \$75,000. They will give possession July 1.

It is reported that the Van Dusen-Harrington Co., a large grain firm of Minneapolis, are the promoters of a company that will establish a cattle commission business at South St. Paul, Minn.

Nye, Jenks & Co. recently made many improvements in their large elevator at Washburn, Wis. Rope was substituted for belting on the main drive, new boilers and a new feed pump put in.

J. W. Benson & Co. of Heron Lake, Minn., have purchased W. J. Kinne's elevator at Luverne, Minn. Possession was given on May 1. K. W. Jargo expects to build a 25,000-bushel elevator at this place, which will make a total of six elevators there.

The Pioneer Steel Elevator Co. of Minneapolis has contracted for the erection of six new eighty-foot steel tanks with a capacity of 100,000 bushels each. The elevator now has ten tanks with a capacity of 1,250,000 bushels. The addition will make it a sixteen-tank elevator, the biggest tank elevator in the city, and will give it a total capacity of 1,850,000 bushels. This enlargement makes the total increase in the grain storage capacity of Minneapolis for this year 4,750,000 bushels.

WESTERN.

J. E. Brown has opened a grain, hay and feed business at Campbell, Cal.

Wm. Varley & Son, Salt Lake City, Utah, have discontinued their grain business.

Aaron Kuhn has installed a large grain cleaner in his warehouse at Albion, Wash.

The Judith Milling Co., Lewistown, Mont., expect to build a 50,000-bushel elevator this summer.

Stoner & Brown, Corona, Cal., are enlarging their grain warehouse to accommodate their increased business.

"Your journal is a help to us in our business and is an up-to-date periodical of its kind," writes the F. C. Ayres Mercantile Co. of Denver, Colo.

The stockholders of the Farmers' Warehouse Association held their annual meeting last month at Sprague, Wash. The secretary's report showed that the business paid 18 per cent on the investment last year.

The Centennial Milling Co. of Spokane, Wash., will build a 75,000-bushel steel storage tank at Ritzville, the first of its kind in that section of the country. They are also building at this place a warehouse 40x100 feet and another 40x150 feet.

Aaron Kuhn of Colfax contemplates the erection of a warehouse at Wawawai, Wash., on the Snake River, and another at the top of the bluff, connecting the two by cable, thus eliminating the difficulties of a 4,500-foot hill. It is said that this plan, if put into effect, would divert some 125,000 bushels of grain from Pullman.

The Kendrick Grain Co., Kendrick, Idaho will replace their pipe line with an ariel bucket tramway. This will permit of the handling of fruit, etc., as well as grain, down the long, steep grade leading into the town from the east. The Kendrick Milling Co. will also put in a bucket tramway to the top of the hill east of the mill.

The recent incorporation of the Seattle Grain Company effected a consolidation of all the warehouse interests in Eastern Washington of the firm of J. Q. Adams & Co. and the Centennial Milling Company. The new company is capitalized at \$100,000 and is controlled entirely by local capitalists and grain operators. It now owns and operates

nearly twenty-five wheat warehouses in Eastern Washington and will build during the coming season probably twenty more. E. Cardin, the Seattle manager of J. Q. Adams & Co. of Minneapolis, is president and general manager of the new concern. By the end of the season the company's total warehouse capacity will probably be above 1,750,000 bushels.

THE DAKOTAS.

The elevator at Houghton, S. D., has been closed for the season.

The Atlas Elevator Company will build an elevator at Ferney, S. D.

Work is now in progress on the new Farmers' Elevator at Ferney, S. D.

The Duluth Elevator Company has completed its new building at Park River, N. D.

The New Star Roller Mill Company is building a new elevator at Wahpeton, N. D.

The Duluth Elevator Company has put a gasoline engine into its elevator at Arvilla, N. D.

John Bouza of Tyndall, S. D., will build an elevator and mill at Andrus, S. D., this summer.

The Interstate Elevator Co. will place an Evans Wagon Dump in their new elevator at Ardoch, N. D.

Wm. Rohweder is building an addition to his elevator at Goodwin, S. D., and has put in a feed mill.

N. J. Olsen's new elevator at Sanborn, N. D., is completed and in operation, storing seed grain and corn.

John Pederson of Farmingdale, S. D., has bought J. B. Henry's grain and feed store at Rapid City, S. D.

John Klonstad's elevator at Dwight, N. D., has been undergoing extensive repairs and improvements.

Albert Rossbach is building a 15,000-bushel elevator for use in connection with his mill at Lennox, S. D.

The Monarch Elevator at Jamestown, N. D., will remain closed until the grain of the 1901 crop begins to come in.

The Coffee & Larkin Elevator at Bryant, S. D., has been enlarged by an addition which will be used as a flour depot.

The Co-operative Coal Co., Sioux Falls, S. D., have secured an elevator on the Illinois Central Railroad and will buy all kinds of grain.

A. L. Le Claire of Bowdle, S. D., will build a grain elevator this summer at Java, one of the new towns on the Milwaukee River extension.

The Imperial Elevator Co. are rebuilding their elevator at Milton, N. D. It will be equipped with Gerber Distributors and an Evans Wagon Dump.

The elevator at Bath, S. D., recently purchased by the Farmers' Elevator Co., will be overhauled and a wagon dump put in before the new crop moves.

The Barnett & Record Co. have the contract for rebuilding the St. Anthony & Dakota Elevator at Hatton, N. D. It will be equipped with an Evans Wagon Dump and a special Gerber Distributor.

The St. Anthony & Dakota Elevator Co. have let a contract to the Barnett & Record Co. for rebuilding their elevator at Milton, N. D. A Gerber Distributor and Evans Wagon Dump will be included in the equipment.

T. H. Matchford, superintendent of the Crown Elevator Company, will erect elevators for his company at the new towns of Java and Glenham, S. D., on the Chicago, Milwaukee & St. Paul extension west of Aberdeen.

The John Miller Grain Company of Duluth and Minneapolis has opened a branch office at Grand Forks, N. D. George W. Kellogg, who has been connected with the company for several years, will have charge of the Grand Forks office.

MISSOURI, KANSAS AND NEBRASKA.

Bigelow, Kan., has a new grain elevator.

Work is in progress on a new elevator at Horton, Kan.

L. H. Boyd has sold out his grain business at Russell, Kan.

Rundeburg & McCan are building an elevator at Western, Neb.

George Coryell has removed from Glen Rock to Talmage, Neb.

J. D. Infield has sold out his grain business at Valparaiso, Neb.

The Farmers' Grain, Live Stock and Co-operative Mercantile Association of Solomon, Kan., have pur-

chased of Harris & Carter the old Dewar Elevator at that place and will put it in shape for business.

C. F. Scholer, Fairbury, Neb., has gone out of the grain business.

Kyd & Co. of Beatrice, Neb., are now operating a new elevator at Hoag.

Marshall, Tatum & Co. are building a 40,000-bushel elevator at Anderson, Mo.

Chas. W. Carter has leased his grain business at Holstein, Neb., to Westering & Co.

The Nebraska Elevator Co. has succeeded the Warner Grain Co. at Holmesville, Neb.

Hall & Robinson Co. of Kansas City purchased J. F. Wellington's elevator at Kipp, Kan.

The Updyke Grain Co. has purchased Butterfield & Son's grain elevator at Creighton, Neb.

M. B. Sherwood, Brashear, Mo., intends to install a sheller and cleaner at his elevator.

The Kansas Grain Co. are about to commence the erection of a good-sized elevator at Larned, Kan.

W. A. Tarbell of Marquette, Neb., has sold out to the Wells & Hord Grain Co. of Central City, Neb.

A grain elevator in connection with a cold storage and ice plant is about to be erected at Ellsworth, Kan.

Jos. F. Lutomski of Clover Bottom, Mo., will engage in the grain business at Owensville, Gasconade County.

The Duff Grain Co., Nebraska City, Neb., are adding 150,000 bushels to the capacity of their steel storage tanks.

J. D. Lemmon of Ulysses, Neb., will install a gas engine in his elevator, in place of horsepower, as at present.

W. E. Clark is building an elevator at Sawyer, Kan., and W. P. Finger & Sons will start work on one in the near future.

The Farmers' Grain Elevator Co. has been organized at Haven, Kan., with a capital of \$2,000. C. W. Peckham is president.

W. F. Heyl, formerly with the Omaha Elevator Co. of Omaha, Neb., has just completed elevators at Valparaiso and at Touhy, Neb.

A receiver has been appointed for the Montgomery Grain Co., Kansas City, Mo., which some years ago was a flourishing concern.

H. C. Jeffers has sold his elevator at Talmage, Neb., to Denton Bros. of Atchison, Kan. He will continue as local manager of the house.

The C. A. Dayton Grain Co. of St. Joseph, Mo., has become the possessor of the Maple Leaf Elevator at that place. The elevator has a capacity of 125,000 bushels.

Frank B. Bailey, who has been operating the grain elevator at Weeping Water, Neb., has taken charge of the elevators at Glen Rock and North Auburn Switch, Neb.

J. J. Van Boskirk, grain dealer at Frederick, Kan., was recently succeeded by Hall & Robinson of Kansas City, and not by A. W. Van Boskirk, as stated by us last month.

Edward Berg has sold his elevator at McPherson, Kan., to the Midland Grain Co. He had bought grain there for 22 years. C. N. Bunds of Clyde is now in charge as manager.

The George A. Adams Grain Company has been incorporated at Kansas City, Mo., with capital stock of \$10,000. The incorporators are George A. Adams, I. E. Bahl, F. E. Adams and C. B. Babb.

The E. K. Nevling Grain Co. have completed plans and begun the erection of a 150,000-bushel elevator at Wichita, Kan. The unloading capacity of the house will be 8,000 bushels per hour. A building 30x40 feet will house the boilers and engine, the latter having a capacity of 200 horsepower. The Imboden Milling Co. have also decided to build a 50,000-bushel elevator. Both these houses are expected to be ready to handle the new crop.

SOUTHERN.

Beard & Hall, Cleveland, Tenn., will build a brick grain warehouse.

W. W. Perry has sold out his grain commission business at Nacogdoches, Texas.

Work is now in progress on the large new elevator being erected at Waco, Texas.

A. Waller & Co. will build a large warehouse alongside of their mill at Henderson, Ky.

F. M. Gardner has purchased the wholesale feed business of A. J. Beale & Son at Paducah, Ky.

It seems that President Fish of the Illinois Central R. R. Co. confirms the report that the company will increase its wharf frontage at Stuyvesant

Docks, New Orleans, from 2,000 to about 4,000 feet, and build a 1,500,000-bushel elevator at once.

Jasper Wells of Era, Texas, is building a grain elevator at Sanger with a capacity of 24,000 bushels.

The Bowling Green Milling Co., Bowling Green, Ky., are rebuilding their recently burned grain elevator.

H. B. Campbell has purchased a half interest in the new elevator at Welch, I. T., and the firm is now Campbell & Pelsue.

The Pond Creek Mill & Elevator Co., Pond Creek, Grant Co., Okla., has been incorporated with a capital stock of \$30,000.

The Mansfield Grain & Elevator Co., Mansfield, Texas, has been incorporated with a capital stock of \$8,000, by W. L. Hutcheson and others.

John Evans and J. W. Wambold of Peru, Neb., recently went to Addington, I. T., where they intend to start a bank, lumber yard and grain elevator.

The Rock Island Mill & Elevator Co., El Reno, Okla., has been incorporated with a capital stock of \$25,000. They will manufacture flour and deal in grain.

Fred Koehler and Victor Pichard have engaged in the grain and feed business at Twenty-third and A streets, Galveston, Texas, under the firm name of V. Pichard & Co.

The Ayden Milling & Mfg. Co., Ayden, Pitt County, North Carolina, has been incorporated with a capital stock of \$10,000, to gin cotton, handle grain, merchandise, etc.

B. O. Whittle of Knoxville, and John Wright of Ducktown have opened a large hay, grain, feed and general produce store at Harriman, Tenn., under the firm name of the Harriman Grain & Commission Co.

The Kentucky Distillers & Warehouse Company of Louisville will build an elevator with a capacity of 1,000,000 bushels, to enable it to handle all the grain used by it or by the subsidiary companies. A site has been secured at Louisville.

The Neil & Shofner Grain Co. has been incorporated at Nashville, Tenn., to succeed the firm of Neil & Shofner. The capital stock of the company is \$75,000. The incorporators named are: J. H. Neil, John C. Shofner, F. O. Watts, Samuel J. Keith and Edgar Jones.

E. R. & D. C. Kolp Jr., with headquarters at Henrietta, Texas, will build at Fort Worth, as soon as plans are completed, a terminal elevator of about 75,000 bushels' capacity. Also a warehouse, 50x50 feet. The elevator will be equipped with all modern improvements.

The following parties are reported as contemplating the erection, remodeling or enlarging of cotton seed oil mills: Fishing Creek Milling & Oil Mill Co., Littleton, N. C.; Yemassee Cotton Oil Co., 21 Fuller Block, Springfield, Mass.; P. S. Bailes, Clinton, S. C.; Saluda Oil Mill Co., Saluda, S. C.; Waterloo Oil Mill Co., Waterloo, S. C.; Whitmire Oil & Fertilizer Co., Whitmire, S. C.; Dangerfield Cotton Oil & Mfg. Co., Dangerfield, Texas; Thomas Hall, Palestine, Texas; Alden Bros. & Hill, Louisville, N. C.; Chas. L. Wortham, Minter City, Miss.; Lancaster Cotton Oil Co., Lancaster, Texas; H. B. Sears, Valley Mills, Texas; T. E. Atkins, Maysville, Ga.; J. K. Moore, Luling, Texas; Morgan Cottonseed Mill Co., Morgan, Texas; W. H. McKenzie, Prudential Building, Atlanta, Ga.; F. M. Weaver & Son, Fort Worth, Texas; West Cotton Oil Co., West, Texas.

CANADIAN.

James McCue expects to build an elevator this summer at Melancthon, Ont.

F. A. Van Luven has moved his office to the grain and coal sheds which he recently purchased, at the foot of John Street, Napanee, Ont.

The Canadian Northern Railway has contracted with J. A. Jamieson for the erection of an elevator at Port Arthur, Ont., having a capacity of 1,500,000 bushels. Work will be pushed, as it is designed to have it ready for the fall work.

Messrs. Thomas Bray Baker, grain merchant; Alexander Reid, grain merchant; Frank M. Morse, wholesale hardware merchant; William George MacMahon, wholesale merchant, and John Henry Munson, barrister-at-law, of Winnipeg, are applying for incorporation as the Western Elevator Company. The proposed capital stock is \$100,000.

Another company wishing to build an elevator in the harbor of Montreal was heard from at the meeting of the harbor board on May 1. This time it is the Goderich Elevator Company of Goderich, Ont. Mr. H. F. Moores, secretary and manager of this company, writing on behalf of a firm in the West, stated that they would be pleased to submit a project. Their idea embraced a plan by which they would establish elevators and allow the

commissioners to have the deciding of the rates to be charged. This is the sixth private proposition in the hands of the secretary of the harbor board.

The attention of the Canadian government is being called to the desirability of erecting a grain elevator at Sydney, Cape Breton. This would give grain cargoes to many of the steamers of the Dominion Company which now return empty from Montreal. A low freight could probably thus be secured and the grain afterward transferred to the holds of fast liners.

COMMISSION

F. G. Logan & Co. have closed their branch office at Duluth, Minn.

Nathan & Cary are now Kansas City agents for the George H. Phillips Company.

Kneller & Moore is the style of a new Chicago Board of Trade commission house.

A. C. Goodwin has purchased the grain commission business of J. C. Going at Topeka, Kan.

The Croil-Furlong Company, grain commission, of Milwaukee, Wis., has filed articles of dissolution.

H. H. Kenkel and I. L. Carse of Minneapolis have opened a grain commission office at Milwaukee.

Charles Henrotin has been admitted as a partner in the firm of Lamson Bros., on the Chicago Board of Trade.

Theodore Nathan and P. F. Cary have opened a grain commission office in Kansas City, Mo., under the firm name of Nathan & Cary.

G. G. Moore is in charge of the new wheat department of Sidney C. Love & Co. of the Chicago Board of Trade. C. B. Powell is the grain trader.

August Brosseau, who has been well known on the Chicago Board of Trade for many years, has opened a commission office in the Rialto Building.

Norman B. Ream has opened a branch office in New York. He will retain his residence in Chicago but will divide his time between Chicago and New York.

The John Miller Grain Company, of Duluth and Minneapolis, will open a branch office in Grand Forks, N. D. J. W. Kellogg will have charge of the Grand Forks office.

John J. McCann has opened an office at Nashville, Tenn., as a flour and grain broker. Major McCann has been identified with the milling business for over forty years.

Bruce Inman now has charge of the new Kansas City branch of A. A. Fowler & Co. of New York. Mr. Inman was formerly with the D. R. Francis & Bro. Commission Company of St. Louis, Mo.

The George A. Adams Grain Company has filed articles of incorporation at Kansas City, Mo. The incorporators are George A. Adams, I. B. Bahl, F. E. Adams and C. D. Babb. The capital stock is \$10,000.

Col. John W. Conley retired from the firm of Schwartz, Dupee & Co., May 1, terminating a ten-year connection with that firm. He has accumulated a handsome fortune and will retire from all active business.

John Howe has purchased the interest of D. G. Doubleday in the firm of Schmitt & Co., grain commission and stock brokers at Superior, Wis. The new firm will be known as Schmitt & Howe. F. W. Runkel, formerly with the Standard Grain Company, is also interested in the new firm.

The Ernst-Davis Grain Company has been incorporated at Kansas City, Mo., by A. L. Ernst, G. H. Davis, A. W. Ernst and others, to do a general grain business. The new company is a consolidation of the A. L. Ernst Grain Company and the International Grain Company. The capital stock is \$10,000.

The Chicago grain firm of Grier & Zeller, composed of John Grier and W. F. Zeller, both traders who acted for Joe Leiter through his famous wheat deal, has dissolved, and the members will go to New York. John Grier goes with Schwartz, Dupee & Co., and W. F. Zeller goes with Sidney C. Love & Co. at their new office at 2 Wall Street.

The capital stock of the George H. Phillips Company has been increased from \$30,000 to \$250,000. Phillips holds the controlling interest, while the balance of the stock is held by ten of his largest customers. The new stockholders are Benjamin Block, Lew Bowman, George Winsor, Charles Moore and W. L. Sackett. The original members of the company, who retain their positions in the recent reorganization, are Joshua R. Collins, president; Daniel Hill, vice-president; A. D. Osmon, secretary; George H. Phillips, treasurer and manager, and Joseph Bowman, director.

Fires - Casualties

Fire destroyed a grain elevator at Valley, Neb., April 28.

F. W. Door's grain and hay store at Newton Center, Mass., was damaged by fire May 4.

An elevator belonging to the Michigan Central Railroad, at Orion, Mich., was burned April 12.

Two elevators belonging to Fryer & Smith at San Jose, Ill., were destroyed by fire May 1. Partially insured.

The Greeg Grain Elevator at Belvidere, Neb., was destroyed by fire April 24, with a large quantity of grain; insured.

James Metcalf's elevator at Lakeville, Ohio, was destroyed by fire May 6 about noon. Loss, \$5,000; insurance, \$2,500.

Baxter & Galloway's grain warehouse and flour mill at Burlington, Ont., were destroyed by fire April 26. Loss, \$35,000.

G. M. Benfer's Union Elevator at Clyde, Ohio, was damaged by a fire which started in a near-by blacksmith shop April 17.

The grain elevator of J. Keeley at Waddams Grove, near Lena, Ill., was burned May 3. Loss, \$10,000; insurance, \$6,000.

A large corn crib connected with the Buckeye Elevator at Continental, Ohio, was destroyed by fire Sunday night, April 14. Loss, \$500; insured.

The elevator at Tappen, Kidder County, North Dakota, was burned April 25, with two freight cars. Loss, \$10,000. The cause of the fire is not known.

The plant of the Evert Grain & Seed Separator Company at Evert, Mich., was damaged to the extent of \$5,000 by fire April 20. Insurance, \$2,300.

Hunting's elevator at Taopi, Mower County, Minnesota, was burned April 18, together with 3,000 bushels of oats. The origin of the fire is not known.

The Cincinnati & Northern Railway Company's grain elevator at Marshall, Mich., was burned May 1. M. Coleman occupied the building. Loss, \$5,500; partly insured.

An elevator at Woodhull, Ill., owned by H. Higgins of Chicago, was burned April 30. The building had been empty for a long time. The loss was about \$1,000.

The warehouse of Gilchrist & Co., at Maynard, Iowa, occupied by G. J. Ranney, was destroyed by fire on the night of May 1. The loss to Mr. Ranney on grain was about \$400.

The elevator of Wheeler & George at Jewell City, Kan., was burned May 3. The loss on building and machinery was \$4,000, partly insured. The loss on grain was heavy.

The elevator of the Carbondale Milling & Elevator Company, at Carbondale, Ill., was burned May 1, with 49,000 bushels of wheat. Loss, over \$60,000; insurance, \$30,000.

The Cleveland Grain Company's elevator at Mattoon, Ill., collapsed and let 30,000 bushels of shelled corn fall to the ground. It was necessary to empty the elevator to make repairs.

Gilbert Carlson's elevator at Dawson, Minn., was damaged by fire April 27. The fire was caused by a stroke of lightning. It was extinguished before serious damage had been done.

The engine in the Great Western Elevator at Hunter, N. D., exploded April 11. Agent Stinson, of the Cornwell Elevator Company, had his leg broken. The engine was wrecked.

An old building at Nocatee, Fla., occupied by Major Welles as a grain warehouse, was burned April 23. There was only a little grain in the building and the loss was slight. No insurance.

Lightning struck the gable end of the roof of Cameron's Elevator at Chester, Neb., May 5, knocked a hole 18 inches square in the roof and passed out below. The building did not catch fire.

Wm. Daugherty's warehouse at Stanford, Ky., was burned April 26 at 11 o'clock p. m. Its contents consisted of hay and grain belonging to Carson & Pence, and are a total loss, with no insurance.

The big fire at Jacksonville, Fla., which destroyed \$15,000,000 worth of property, is said to have been started by a bit of wire which got into a shredding machine in the American Fiber Company's factory.

The elevator of the Churchill-White Grain Company at South Bend, Ind., was burned April 20. The fire broke out about 10:30 o'clock in the forenoon, but from what cause is not known. The house had a capacity of 500,000 bushels of grain and did a large business principally in corn, oats and a variety of seeds, but was running light at the

time of the fire. The local manager was Schuyler Orr. The insurance was \$79,600.

All the business houses in Ewart, Iowa, were destroyed by fire May 2 about 10 o'clock p. m. McMekin & Farmer's elevator and a large quantity of grain were burned. The origin of the fire is not known.

The elevator of J. A. Watts, at Haskins, Ohio, was destroyed by fire April 12. A spark from a passing locomotive started a blaze on the roof of the building. The loss was about \$16,000; partially insured.

J. J. Badenoch's 100,000-bushel elevator at Rockwell and West Madison streets, Chicago, was destroyed by fire Saturday evening, April 27. The loss on building and contents was estimated at \$100,000; insured.

F. M. Towner's elevator at Morrice, Mich., was badly damaged by fire and water April 19, at night. The fire started in the basement and was well advanced before it was discovered. The loss was \$1,000; insured.

Eckert & Williams' elevator and the Farmers' Mutual Elevator at Kensett, Iowa, were burned on the night of April 30 in a general fire, which destroyed fourteen buildings, or nearly the entire business part of the town.

The Spokane Feed & Commission Company's warehouse at Spokane, Wash., was damaged by fire on the night of April 29 to the extent of about \$3,500. The fire was started by a spark from a switch engine. The loss is partially covered by insurance.

A cargo of wheat in the hold of the steamer John Plankinton, which was at dock in the Chicago River, was damaged by water April 24. Fire was discovered in the fire hold of the boat, and efforts to extinguish the flames resulted in damage to the cargo.

S. C. and W. L. Hopkins' grain storehouse at Greenfield, N. H., was destroyed by fire May 4. The fire started on the roof of an adjoining grocery store about 2 o'clock p. m., probably from a spark from a locomotive. A large quantity of grain was destroyed.

T. D. Hanson & Co.'s elevator at Villa Grove, Ill., was burned at 2 o'clock a. m., May 4. The fire started in an engine which had been running the night before. The loss was heavy, as 22,000 bushels of grain were destroyed. The insurance expired February 1.

The elevator of the Royce & Coon Grain Company at Bowling Green, Ohio, was saved from total destruction by prompt action of the fire department, April 8. The fire started in the basement and was rapidly climbing to the top of the building when it was extinguished by quick work.

Hull & Nelson's elevator at Morris, Ill., was destroyed May 3 by a fire which originated in an explosion of grain dust. Sheds containing several thousand bushels of corn were burned. The loss was \$15,000; insurance on elevator and contents, \$5,500. There was no insurance on the corn sheds.

A grain warehouse at Pethsville, O., owned by Charles Wanger and occupied by Simon Rychener, was destroyed by fire May 6 at night. Loss on building \$500, insured for \$300; loss on grain \$140, insured. The fire caught from a bonfire in the yard which had been set during the day to consume rubbish.

A peculiar fire in a box car at Orient, Iowa, April 17, damaged a quantity of corn. Tramps had crawled into the car with a bundle of hay and laid down on the corn to sleep and had set fire to the hay, supposedly for the purpose of keeping warm. The fire communicated to the corn, which burned like coal.

The Imperial Elevator Company's elevator at Hutchinson, Minn., was burned April 25 about 3 o'clock a. m. The fire is supposed to have started from friction in the machinery. About 4,000 bushels of wheat were burned. The loss on building was \$3,000, and on grain about \$1,500, fully insured. The elevator will be rebuilt at once.

The Cargill Elevator, at Chandler, Minn., owned by the W. W. Cargill Company of La Crosse, Wis., was destroyed by fire early in the morning of April 23. The loss was about \$10,000, fully insured. There were 2,000 bushels of oats and 1,000 bushels of wheat in the building, all of which was burned. The elevator of the S. Y. Hyde Company narrowly escaped destruction. The Cargill Elevator will probably be rebuilt.

Morrison & Gridley's elevator at Thomasboro, Ill., was entirely destroyed by fire May 1 at night. A small pulley in the cupola was found to be running hot about Wednesday noon, but was cooled off and oiled and gave no further trouble that day. At night Mr. Gridley made a personal inspection of the cupola and found no fire, but being uneasy he returned from his home to the elevator at 9, 10 and 11 o'clock, finally retiring for the night only

to be awakened by a cry of fire. The loss was about \$8,000; insurance, \$6,000.

G. W. Van Dusen & Co.'s elevator and warehouse at Sleepy Eye, Minn., were destroyed by fire April 26. The loss on buildings and contents was about \$5,000, fully insured. The Farmers' Elevator adjoining was saved by hard work.

C. G. Sauer, grain dealer of Dana, Ill., while engaged in loading a car of grain April 26, was caught on a revolving shaft and was whirled around in a dangerous manner. His clothing was stripped from his body, and to this he probably owes his escape from a terrible death. He was badly bruised and had to be taken to his home.

The east elevator of the Lake Shore Railway at Laporte, Ind., was set on fire May 1 by sparks from a passing locomotive. The structure was badly damaged but was not destroyed. S. S. Bosserman lost 200 bushels of wheat and 640 bushels of corn, which were uninsured. J. B. Rupel & Co. had 1,000 bushels of wheat, 500 bushels of rye and 500 bushels of corn destroyed, on which there was an insurance of \$1,000.

The west wing of the Western Grain Company's elevator at Manson, Iowa, slipped off its foundation April 26 and fell to the ground with a crash. The collapsed structure was eighty feet long and sixteen feet wide and was loaded with 26,000 bushels of oats. The building is a total wreck and will have to be rebuilt. When it fell it tore up the Illinois Central tracks for a hundred feet and derailed three freight cars. Loss, \$1,000.

Fire broke out in the southwest elevator of McLane, Swift & Co. at Battle Creek, Mich., at 4 o'clock a. m., April 17, and the building was quickly destroyed. It was a 60,000-bushel house and was pretty well filled, containing 30,000 bushels of wheat, 2,000 bushels of corn, 3,000 bushels of oats, 800 bushels rye, one car of beans, and some clover seed. The origin of the fire is a mystery. The loss was heavy but was covered by insurance. McLane, Swift & Co. write us that they will probably rebuild.

OUR CALLERS

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

A. R. Ennis, Raymond, Ill.
C. E. Adams, Delamere, N. D.
Van R. St. John, Mt. Pulaski, Ill.
C. Prinz of Prinz & Rau Mfg. Co., Milwaukee, Wis.
D. H. Stuhr of D. H. Stuhr Grain Co., Davenport, Iowa.
Wade Wilson, New Brighton, Pa., representing E. P. Allis Co., Milwaukee.

The Wabash Railroad is building an extension from Montpelier, Ohio, to Maumee, Ohio, a distance of about 60 miles. The road is to be completed by September 1, 1901.

BUCKETSHOP NOTES.



FLUCTUATIONS.

The rise and fall of corn-(juice).

TRANSPORTATION

Arrangements were made May 7 to ship 1,000,000 bushels of Phillips' corn to the East by rail. Vessel room was so scarce and uncertain that this unusual course was decided on.

Officials of the different railroads in the South have sent out notices that the rate on grain and grain products has been reduced two cents per hundred from the Ohio River to the Carolinas.

A belt line railroad will be built at Milwaukee by putting in a spur track connecting the Chicago & Northwestern and the Chicago, Milwaukee & St. Paul tracks, which will be used jointly by the two companies.

The Miami and Erie Canal, extending from Cincinnati to Toledo, Ohio, is to be fitted with electricity for towing boats. A track is to be built along the canal bank and the boats will be towed by electric motors.

The Grand Trunk Railway is now for the first time quoting export rates on grain direct from its lake ports to Europe. The grain is transhipped from lake vessels to cars at Midland, Ont., and from cars to ships at Portland, Me.

An unusual feature of the opening of navigation was the unloading of corn-laden vessels at Chicago, due to the high price of corn at Chicago. The demand for vessels to carry wheat was so great that some of the corn carriers immediately reloaded with wheat.

A contract has been entered into between the Illinois Central Railroad Company and the Leyland Line of steamships of Liverpool, by the terms of which the latter company agrees to provide four steamers per week out of New Orleans for Liverpool and other European ports.

The New York, New Haven & Hartford Railroad Company has adopted a system of reciprocity in apportioning its westbound freight, and will give to connecting lines only so much traffic originating on its own line, at non-competitive points, as it receives from the connecting lines.

The new extension of the Chicago, Rock Island & Pacific Railway from Liberal, Kan., to Santa Rosa, N. M., a distance of 259 miles, will soon be completed, and will connect with an extension of the El Paso & Northeastern Railway, affording a through route to the Pacific Coast via El Paso and the Southern Pacific.

Promoters of the proposed Ottawa and Georgian Bay Canal estimate that grain could be taken by this route from Chicago to Montreal for 3 cents a bushel, while via Buffalo the lowest cost at which grain could be placed in New York would be 4½ cents. The canal route from Chicago to Montreal, a seaport, would be sixteen hours longer than to Buffalo.

The Soo Line will build an extension this summer from Wishek, N. D., southwesterly to a point on the Missouri River near Everts, S. D. This is a famous wheat growing section and has been monopolized heretofore by the Chicago, Milwaukee & St. Paul Railway, with terminus at Eureka, S. D. It is said that the latter road will extend its line from Eureka into Emmons County, North Dakota.

A combination of vessel owners to control lake freight rates was formed at Cleveland, Ohio, April 19. The following directors were elected: David Vance, W. E. Fitzgerald, Milwaukee; C. W. Elphicke, J. G. Keith, Chicago; C. A. Eddy, Bay City; A. McVittie, B. W. Parker, Detroit; J. J. H. Brown, John E. Hall, G. W. Maytham, Buffalo; J. E. Upson, M. A. Bradley, James Corrigan, John Mitchell and J. C. Gilchrist, Cleveland. The owners now interested represent a tonnage of 7,000,000 tons, and are confident that they will be strong enough to control lake traffic rates.

A new line of steamships has been established to ply between Tacoma, Wash., and Liverpool, via the Suez Canal, touching at Manila and Philippine ports, all the Straits ports, and India, Arabia, Egypt, the Mediterranean and Continental ports. The ships are nine in number, with a combined capacity of 66,000 tons. The Tacoma Chamber of Commerce calls attention to the fact that this is the longest steamship line in the world, and that by saving the transfer and other charges at Hong Kong, it will enable American manufacturers, especially of flour, to be placed in all ports beyond Hong Kong at \$3 per ton less than heretofore.

The marine engineers' strike was settled April 29, nearly all the larger lake lines acceding to the demands of the engineers as regards wages, while the engineers withdrew their demand that the lines withdraw from the Lake Carriers' Association. The men went at once to fitting out the steamers for the season, and the boats are now nearly all in operation. A powerful influence in bringing about a settlement was the demand for vessels to carry grain from Chicago to Buffalo. With cargoes

offered at 2 cents for corn and 2¼ cents for wheat, there were no available boats, the steamers in port not being fitted out. Vessel owners decided that the time for a settlement of the strike had come.

FLAXSEED

The Chicago correspondent of the Oil, Paint and Drug Reporter is bearish on old crop flax and has estimated as high as 4,000,000 bushels of seed or oil to be carried into the new crop. Other authorities estimate very differently. The price of flaxseed has advanced considerably of late, which would seem to indicate anything but a bear outlook.

Argentine flaxseed, which was lately imported into this country in the face of large supplies and high prices, is now being exported from this country to England in the small lots available, the English crushers buying now at prices much higher than they sold at earlier in the season. At the same time American flaxseed early in the month sold for October delivery at 40 cents per bushel below current prices for cash seed.

The flax area for 1901 will be generally increased in all the flax-growing districts of the United States. This is especially true of North and South Dakota and Minnesota, Idaho and Washington. There will be some increase also in Iowa, Nebraska, Missouri and Kansas. In many sections the area sown will be limited only by the supply of seed. The scarcity of seed has led to some experiments in the use of Argentine seed.

Flax growers have been warned against the use of uncleaned Argentine seed, which is said to contain impurities in the form of weed seeds, called by the Division of Botany of the Agricultural Department at Washington a species of dock. Land fouled with this weed cannot be easily cleared of it. Argentine flax is grown under conditions different than prevail in this country. It is sown in the fall and winter, and the time elapsing between seeding and maturity is longer than in this country.

Previous to 1890 there was but little activity in linseed oil extraction in the Argentine Republic. Since that year the oil mills of Buenos Ayres have increased in number and importance, and the importations of oil have decreased correspondingly. In the city and province of Buenos Ayres there are at present twelve oil extracting mills in operation, with a combined capital of \$1,535,000. All of these plants are provided with the best modern machinery. The oil is extracted from nuts, turnip seed, flaxseed, and castor beans. The maximum daily production of the twelve mills is about 650 tons.

Investigations by Prof. H. L. Bolley of the North Dakota Agricultural College have revealed the fact that the flax wilt or sickness which has been so troublesome to flax growers of the Northwest for several years past, is a parasitic disease or fungus, which grows inside the young plants, similar to the manner in which smut attacks the wheat plant, only that it soon kills the flax, while smut continues in the wheat stalk until after maturity. The worst feature of the growth is that the parasite will lie in the ground several years, living on the old flax straw, even remaining after the land has been cropped in wheat two or more years. Professor Bolley is seeking a cure but has not found one. He warns farmers as follows: "Do not put flax on all land, keep one field clear; cease sowing flax year after year on the same land. Put at least one cultivated crop between flax crops; burn as much of the old flax straw and stubble as possible; raise your own flaxseed, grade it up for the best, thrash your own seed in your own machine, if possible, to prevent infection from other fields. Store the flax in clean, disinfected bins."

The United States Department of Agriculture in a recent statement has shown that in 1899 the United States rose to first rank as a producer of flaxseed. The home crop in that year was 20,086,000 bushels, against 18,022,000 bushels for Russia, which in average years produces between 40 and 50 per cent of the world's crop, while the United States in average years produces between 10 and 20 per cent. The world's production of flaxseed for 1899 amounted approximately to 68,553,000 bushels, a decrease of 4,336,000 bushels from the crop of the preceding year, and an increase of 10,956,500 bushels over that of 1897. As may be seen from the following statement of the world's flax and flaxseed crop, 1898 to 1899, the production of flaxseed on an important commercial scale may be classified in four divisions, as follows:

	1898.	1899.
Countries—	Bushels.	Bushels.
America	24,651,000	29,601,000
Europe	31,159,500	20,125,000
British India	17,115,000	11,827,000
Algeria	13,500	7,000,000
Totals	72,939,000	68,553,000

FLAX CULTURE FOR FIBER.

A bulletin of the United States Department of Agriculture on the value of flax for seed and for fiber concludes that, contrary to the common idea, it is quite possible to cultivate both for seed and fiber. In fact, an instance is cited in which from an acre of fiber flax in the south of Ireland 22 bushels of prime seed were obtained. Where a fine fiber is desired it must be especially sought by careful cultivation, and the flax straw must be pulled before becoming too ripe and hard. But the seed must be saved and may be used to produce the next year's crop of flax. The use of seed that has been produced from plants grown for their fiber is said to be a good plan in growing especially for fiber.

The EXCHANGES

Brokers on the Chicago Board of Trade must have settling clerks, according to a recent ruling. Hereafter a principal cannot deal directly with the settling clerk of another broker.

The annual report of the Peoria Board of Trade, the 31st annual publication of its kind, shows that that city stands seventh as a grain center in the United States and third in the matter of two cereals, corn and oats.

The theory of traders in wheat that wet weather will kill the Hessian fly is not supported by Entomologist Bonner of the University of Nebraska, who says that wet weather is more favorable to the fly than dry weather.

The rule on the Chicago Board of Trade prohibiting trading after hours is to be enforced. Wheat traders have shown a disposition to hang on to the pit for ten minutes or more after the closing bell has sounded. This will be stopped.

The New York Consolidated Exchange and the San Francisco Exchange have ordered the Chicago grain service. The service will be ordered by the St. Louis Exchange, also, and it is believed that the other exchanges will fall in line gradually.

The new Chamber of Commerce at Minneapolis is now under construction with a large force of men and will be pushed to completion rapidly. The directors have decided to add another story to the building, making it ten stories instead of nine, and increasing the cost of the building from \$400,000 to \$430,000.

Memberships in the Minneapolis Chamber of Commerce are in demand, owing to the adoption of an amendment to the rules, requiring all members of firms doing business on the floor to have memberships. Prices have advanced from \$975 to \$1,400 in a single week, and as the number is limited to 550, all of which have been issued, it is believed they will go to \$2,000.

The 31st annual report of the Board of Trade of Peoria, Ill., has been issued, and shows that Peoria stands third city in the handling of corn and oats among the cities of the United States, Chicago and St. Louis alone surpassing it in volume of business in these two grains. In the sum total of grain handled Peoria stands seventh. We are indebted to Secretary R. C. Grier for a copy of this report, which is replete with statistical information, as usual.

At a general meeting of the Grain and Produce Exchange of Winnipeg, Man., held April 10, a by-law was passed authorizing the chartering of the new clearing house. As soon as the charter is received the clearing house will be ready to proceed to business. It is expected that all necessary arrangements can be completed by September 1, and that the Winnipeg option market will commence on that date with the new crop of 1901. A clearing house association will be formed at once, and the new rules distributed in printed form to all members of the grain trade. The option market will be exactly similar to that of Minneapolis, Chicago and New York. All deals during the day will be kept by the clearing house and margined up for the following day. This will be for trading in Manitoba and western wheat, and will not interfere, of course, with trade between Winnipeg and southern markets on options or cash deals.

A plan to create a board of review to pass upon disputes as to the grading of grain has been presented to the directors of the Chicago Board of Trade. The plan was presented by Director H. B. Slaughter and is supported by members who believe that abuses exist in the inspection system which are ruining the Chicago grain market. The proposition is to have the president or board of directors appoint a committee of five members of the board to settle disputes that may arise regarding the grade of grain tendered on sale or to warehousemen for storage. The losing party to the controversy must pay the committee fee, which shall

be \$1 a car, \$2 a canalboat or \$5 a cargo. At the beginning of every crop year the committee must make up fresh standard samples in large quantities of the grains, subject to the approval of the directors of the board, and no variation shall be made from such standard samples. The committee is to draw up rules and regulations to govern the inspection of the various cereals.

The Minneapolis Chamber of Commerce and the Kansas City Board of Trade have made no application for the continuous telegraphic quotation service of the Chicago Board of Trade at the advanced price asked by the telegraph companies. At both points the attitude seems to be one of indifference. There is also a very evident desire on the part of members of the exchanges at Minneapolis, Duluth, St. Louis, Kansas City and elsewhere to build up their local interests as far as possible.

OBITUARY

J. C. Easton, who was formerly in the grain business in Southern Minnesota, died recently at La Crosse, Wis.

M. J. Davis died at his home in Auburn, Me., April 17, aged 52 years. He was a well-known local grain dealer. A widow and two daughters survive him.

Fred G. Cochran, a grain broker on the St. Louis Merchants' Exchange, committed suicide March 8. He is believed to have gone insane from financial worry.

Francis D. Beard, a retired grain dealer, and for over ten years a member of the New York Produce Exchange, died April 25 at his home in Lakewood, N. J. He was 35 years of age.

Joseph W. Rice, a grain buyer for P. B. Mann & Co. of the Minneapolis Flour Exchange, was found dead in his room at the Hyser Hotel in that city April 18. Deceased was 40 years old. He leaves a wife and one child.

Benjamin F. Aiman died at his home in Pendleton, Ind., April 13, aged 74 years. He was proprietor of the Aiman grain elevators and the Cataract Mills and was a large land holder. He leaves a widow and five children.

Reuben W. Roach died April 14 at his home in Chillicothe, O., aged 68 years. He was a farmer in early life and was very successful. Later, he moved to Chillicothe and engaged in the grain and feed business. He leaves a wife and six children.

Wm. Meier, a veteran grain broker and prominent citizen of Davenport, Ia., hanged himself with a clothesline to the rafters of the woodshed in the rear of his residence at Davenport, April 10. He was evidently insane. He was 59 years old and leaves a wife and nine children.

Isaac B. Farwell, a well-known grain dealer of Minneapolis, Minn., and a member of the firm of Chambers, Farwell, McKay & Co. of that city, died at his home in Minneapolis April 28, aged 40 years. He was born in Dubuque, Ia., and settled in Minneapolis in 1884. He leaves a widow but no children.

Edward Arthur Goddard died suddenly at his home in Orange, Mass., April 26, aged 56 years. For many years Mr. Goddard was engaged in the grain business at Wendell Depot, and later he formed a partnership with the late W. H. Barker in the same business. He is survived by his widow, one son and two daughters.

George W. Schnebly died at Peoria, Ill., April 16, in his eighty-second year. He was a native of Hagerstown, Md., and was one of a family of twenty-one children. He settled in Peoria in early life and in the 50's ran a mill and elevator at Mossville. Since 1874 he had lived at Peoria. Four of his eight children survive him.

Frank D. Riordan, a member of the Chicago Board of Trade, died at his home in Austin, a suburb of Chicago, April 18. He was 39 years old and a native of River Falls, N. Y. He came to Chicago seventeen years ago, and entered the employ of the Western Union Telegraph Company, soon after resigning to take up business as a broker. He leaves a widow and two small children.

John Charter, Sr., inventor of the Charter gas engine, died at his home in Sterling, Ill., April 30, aged 63 years. Mr. Charter was a native of Germany and came to this country in childhood. He began his business career as a cigar maker and afterward became a manufacturer of machinery. In 1882 he invented the Charter Gas Engine, and was president and treasurer of the company of that name until 1890, when he resigned on account of ill health. He was actively interested in other successful enterprises in Sterling, and was well known

as a public-spirited and prosperous citizen. Two sons survive him.

Wm. Timmerman died at his home in Bartleso, Ill., April 10, after a short illness with pneumonia. He was 28 years old. Mr. Timmerman had been for the past five years engaged in the grain business at Bartleso, and had been honored with important township offices. He had also been postmaster and Circuit clerk. His wife died a short time ago.

James A. Merritt, an old and popular member of the Baltimore Chamber of Commerce, died suddenly of apoplexy in the office of I. M. Parr & Son in that city May 2. Mr. Merritt was about 58 years of age, a native of Maryland, and for many years he was in charge of the southern grain business of I. M. Parr & Son. He was very popular on the exchange. He leaves a widow, four sons and two daughters.

Isaac W. Brownell died in New York April 15; he was over 80 years old. Mr. Brownell was one of the pioneer grain merchants of Buffalo, N. Y., having engaged in the grain business in that city long before the war. The firm was Deshler & Brownell. Since retiring from business Mr. Brownell had lived quietly at hotels, his wife having died many years ago. He is survived by one son, W. C. Brownell of New York, and an invalid sister.

John W. Hudson died at Madison, Wis., May 1, aged 67 years. He was a native of New York state and came to Wisconsin with his parents when he was ten years old. He was a soldier in the Twenty-third Wisconsin Volunteers during the Civil War, and after the war engaged in the grain business at Madison. He was prominent in other business enterprises in his adopted city, and became well known and highly respected. His wife and daughter and three sons survive him.

Chauncey B. Waterman died April 7 at his home in Binghamton, N. Y., aged 67 years. He was a native of Burnt Hill, N. Y., and settled in Binghamton in 1861, when he became a partner in the grain business with Dr. Lewis and J. B. Lewis. Later the firm was known as Bosworth, Waterman & Hooper and a grain elevator was erected. About ten years ago the business was sold to George Q. Moon & Co., and Mr. Waterman retired from business. He is survived by his wife and one daughter.

Charles W. Billings died at his home in Glen Cove, Long Island, May 1. He was 80 years of age and a native of Hatfield, Mass. He engaged in the grain business at Brooklyn, N. Y., with the firm of Woodruff & Robinson sixty years ago. Afterward he formed a partnership with Thomas H. Taylor, but retired from business while yet a young man on account of ill health. For many years previous to his death he had been living in retirement at Glen Cove. He leaves a wife, five sons and three daughters.

Edward B. Mower died of heart failure at his home in Chicago April 30. Mr. Mower was born in East Troy, N. Y., in 1855. In early manhood he was associated with his father in the grain commission business in Milwaukee. Later he became advertising manager for Douglas & Stewart, manufacturers of cereal foods at Cedar Rapids, Ia. Seven years ago he came to Chicago and took a position at the head of the advertising department of the American Cereal Company. In this important position he was highly successful. He leaves a widow and three children.

Richard E. Roper died at his home in St. Louis, Mo., April 11, shortly after returning from Arizona, where he had been for several months for the benefit of his health. Mr. Roper was formerly connected with the St. Louis Elevator Company, and later with a grain commission firm in St. Louis and was well known in grain trade circles. He was a brother of Lieutenant-Commander Jesse M. Roper, of the United States Gunboat Petrel, who was suffocated off Cavite, P. I., while attempting to rescue one of his seamen from a fire which had broken out in the vessel. The mother survives the deceased Richard E. Roper, who was the last of five sons.

Captain Albert Banfield Capron, a veteran of the Civil War and a member of the famous American fighting family of Caprons, died of pneumonia at his home in Winnetka, Ill., May 9. He was 60 years of age. For more than twenty years Captain Capron had been an active member of the Chicago Board of Trade. He was born at Laurel, Md., and served through the Civil War. His father was a colonel in the army. His uncle was Captain Allyn Capron, who served in the Cuban war and died from the effects of the campaign after his return, and whose son, Lieutenant Allyn Capron, cousin of the present decedent, was killed in the fight at Las Guasimas. Captain Allyn Banfield Capron leaves a widow, two sons and a daughter.

There are rumors of a consolidation by the Glucose Sugar Refining Company and the National Starch Company.

PERSONAL

W. H. Rockwell of Belle Plaine, Iowa, has taken charge of the elevator at Irving, Iowa.

M. W. Early has resigned as agent for the National Elevator Company at Tyler, N. D.

F. D. Wyman of Seattle, Wash., has been appointed deputy grain inspector for the state.

C. E. Grant is representing at Lincoln, Neb., the Floyd J. Campbell Commission Co. of Omaha, Neb.

H. E. Earnhart has discontinued his grain business at Pekin, O., and is now located at Ridgeville, O.

Gilbert H. Ricketts, a grain dealer of Savoy, Ill., was married April 17 to Miss Della A. Ham, of Fisher, Ill.

W. H. Stults of Gehres & Stults, grain dealers of Wren, O., writes us that they are now located at Monroe, Ind.

J. T. Ricketts, a grain dealer of Lake City, Ill., was married April 22 to Miss Ada McDaniel of Vermilion, Ill.

James A. Patten, the well-known member of the Chicago Board of Trade, has been elected mayor of Evanston, Ill.

Thomas Miller of Langdon, Iowa, is now in charge of the M. & St. L. Railway Elevator at Sioux Rapids, Iowa.

West Thompson of Ludlow, Ohio, is now managing the elevator at Kessler, Ohio, for the Campbell heirs of West Milton, Ohio.

W. W. Powell has been appointed manager of the cash grain business of the Hubbard-Moffitt Commission Company, St. Louis, Mo.

J. E. Hunter has resigned his position with the Independent Elevator Company at Warren, Minn., and will engage in the machine business.

H. Charters has been appointed manager of the George A. Adams Grain Company's station department, with headquarters at Coffeyville, Kan.

Arthur J. L. Payne, of London, Eng., and prominent in the grain trade of that city, has been visiting the grain trade centers of this country.

F. W. Warrick, who has been with the Simmonds Grain Company at Kansas City, Mo., is now with the Johnson-Brinkman Commission Company of that city.

J. A. Fluck, of the grain firm of Fluck, Son & Goodnow, Gloucester, Eng., has been making a tour of the commercial centers of this country in the interests of his firm.

T. T. Strom succeeds P. S. Larson as wheat buyer for the Northwestern Elevator Company at Ada, Minn. Mr. Strom has been agent for the company at Shelly for the past three years.

W. S. Clayton has resigned his position as agent for the Mexican Central Railroad at Chihuahua and is now engaged in the grain business at El Paso with James A. Murdock.

J. S. Danens, wheat buyer for the Central Elevator Company at Carver, Minn., has resigned to go into other business. His health has been impaired by constant inhalation of dust in handling grain.

Ben Palmer, who has had charge of the Post & Morrell grain elevator at Fulton, Iowa, has been promoted to a similar position in the employ of the company to operate the new elevator to be erected at Clinton, Iowa.

Eugene Lynn, engineer for the South Chicago Elevator Company, South Chicago, Ill., starts this month for a trip from Chicago to Mobile, Ala., in a boat of his own construction. He will be accompanied by his wife and son and expects to settle near Mobile. The boat is 77 feet long and draws four feet of water, and will be propelled by steam.

August H. Green, cashier for the Orthwein Grain Company of Kansas City, Mo., was found unconscious on the tracks of the Metropolitan Street Railway in that city at 9:30 o'clock on the night of May 3. His skull was fractured and he was badly bruised. At last reports he had not recovered consciousness and it was not ascertained how he received his injuries.

J. F. Kendall resigned his position as superintendent of the McReynolds Elevator "A" at South Chicago, Ill., to take effect May 1. Mr. Kendall has had charge at this house ever since its completion about a year ago. Prior to that time he was located at the Wisconsin Elevator, now the McReynolds "B," at South Wood and Fifteenth streets, and prior to taking service with the McReynolds Grain Company he was for several years superintendent for Linn & Dwight. Mr. Kendall has several good positions in view and after a short rest he will again get into the harness.

HAY

James E. McGowan's hay store at Detroit, Mich., was damaged by fire recently.

Stephen Nicholson has removed his hay business from Burt, Iowa, to Lynd, Iowa.

John McDougal has bought from J. H. Smith his hay business at Armourdale, a suburb of Kansas City, Mo.

J. B. Reed & Sons, hay and feed dealers of Mercerville, N. J., have built an addition to their hay warehouse.

Hay is selling at Leavenworth, Kan., at \$10 a ton, which is a high price there. This figure is bringing out large offerings from farmers.

Hay has advanced sharply of late in some quarters, owing to the fact that farmers have been too busy with their spring work to haul it to market.

Hay has been selling of late at Tyndall, S. D., at \$9 a ton from farmers' wagons. The ordinary price is \$3 a ton. Many of the farmers are entirely out of hay.

The Clarendon Hay Press and Manufacturing Company has been incorporated at Clarendon, Ark., by J. S. Thomas and others, to manufacture hay presses. Capital stock, \$10,000.

Farmers of Outagamie County, in the vicinity of Appleton, Wis., are complaining that the prospects for the hay crop of 1901 are very poor, owing to the late severely cold weather.

A car of hay was recently dispatched through Montana by fast freight bound for Russia. It was hurried forward to catch the first steamship out of Seattle, and was an unusual shipment.

The hay crop of the state of Georgia, according to a statement by O. B. Stevens, commissioner of agriculture, increased from 69,769 tons in 1890 to 190,237 tons in 1900, which he values at \$12.75 a ton, or \$2,425,521.75 for the entire crop.

From Texas and California come complaints of lack of moisture which threatens a short hay crop. With these two exceptions the whole territory west of the Allegheny Mountains enjoys a comparatively high meadow condition, promising a hay crop rather above the average. In the East and in New England the outlook is generally good.

The hay swindler who was reported in this column last month as operating in Elizabeth, N. J., has since been heard from at Worcester, Mass., where he succeeded in disposing of two tons of another man's hay and got away with the money. His game is to represent to a purchaser that he has a car of hay on the track and will sell it at a low price. After closing the bargain he hastens to a hay dealer and orders the hay sent with bill, representing himself to be an employee of the purchaser. When the hay is delivered he collects the money and disappears. In Worcester he secured \$24.50 from George H. Dutton, a real estate dealer, for two tons of hay delivered by George P. Rogers, a feed dealer, and valued at \$11.70. Mr. Rogers demanded the return of the hay, which Mr. Dutton refused, and they are now in litigation.

REVIEW OF CHICAGO HAY MARKET.

The prices ruling for hay in the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows: During the week ending April 20 sales of Choice Timothy ranged at \$14.00@15.00; No. 1, \$13.00@14.00; No. 2, \$12.00@13.50; not graded, \$9.00@14.00; Choice Prairie, \$11.50@12.50; No. 1, \$11.00@11.75; No. 2, \$9.00@10.00; No. 3, \$8.00@10.00; No. 4, \$7.00. Rye Straw sold at \$9.00@9.50. Wheat Straw at \$7.00, and Oat Straw at \$6.50. The receipts for the week were 3,250 tons, against 2,726 tons for the previous week. Shipments for the week were 117 tons, against 80 tons for the previous week. The market for Timothy Hay ruled firm during the early part of the week, but toward the close prices declined 50 cents per ton. Prairie Hay was firm, prices advancing 50 @75 cents per ton. An excellent demand existed and all consignments sold readily.

During the week ending April 27 sales of Choice Timothy ranged at \$13.00@14.50; No. 1, \$12.75@13.75; No. 2, \$12.00@13.00; No. 3, \$11.00; not graded, \$9.00@13.00; Choice Prairie, \$12.25@13.00; No. 1, \$12.00@12.25; No. 3, \$8.50@10.00. Rye Straw sold at \$8.50@9.25. Wheat Straw at \$6.50@7.00, and Oat Straw at \$4.50@7.00. The receipts for the week were 2,765 tons, against 3,250 tons for the previous week. Shipments for the week were 114 tons, against 117 tons for the previous week. The demand for Timothy Hay was light during the early part of the week, and a rather dull market was experienced. Prices declined 25@50 cents per ton. The arrivals of Prairie Hay were quite small and the market ruled very firm. The demand was very brisk and an advance of 25@50 cents per ton was established.

During the week ending May 4, sales of Choice

Timothy ranged at \$13.00@14.00; No. 1, \$12.25@13.00; No. 2, \$11.00@12.50; No. 3, \$10.50@11.50; not graded, \$9.00@13.00; no grade, \$8.50; Choice Prairie, \$12.25@13.00; No. 1, \$11.50@12.50; No. 3, \$9.00@9.50; No. 4, \$7.50; not graded, \$9.50@10.00. Rye Straw sold at \$8.50@9.50. Wheat Straw at \$6.50, and Oat Straw at \$6.00@6.50. The receipts for the week were 3,354 tons, against 2,765 tons for the previous week. Shipments for the week were 347 tons, against 114 tons for the previous week. The market for Timothy Hay ruled steady during the week. Arrivals were larger and the demand moderate. Prices exhibited no material change. The market for Prairie Hay continued firm. Receipts were light and a good inquiry existed for all grades.

During the week ending May 11, sales of Choice Timothy ranged at \$13.25@14.50; No. 1, \$12.50@11.00; No. 2, \$11.50@12.00; Not Graded, \$10.00@12.50; Choice Prairie, \$12.50@13.00; No. 1, \$11.50@12.50; No. 2, \$10.50@11.00; No. 3, \$9.50; No. 4, \$7.25@7.50. Rye Straw sold at \$8.75@9.00. Wheat Straw at \$6.00@6.75, and Oat Straw at \$6.00@6.50. The receipts for the week were 2,585 tons, against 3,354 tons for the previous week. Shipments for the week were 94 tons, against 347 tons for the previous week. A firm market was experienced during the week for both Timothy and Prairie Hay, more especially for the former. The receipts were rather small and the local demand good for all descriptions. Prices exhibited no change for Prairie Hay, while Timothy Hay advanced about 50 cents per ton.

Items from Abroad

Prussian crop prospects to the middle of April were the worst on record.

Chili has taken about 780,000 of wheat this season from Australia and California.

The late Chilean barley crop, quite promising before harvest, apparently, turned out at the machine to be not over one-half a normal crop.

A recent attempt at Yarmouth, England, by a German vessel owner to make the receiver accept grain "free from on board"—that is, pay for the unloading—was defeated by the local court; which held the custom ruled of taking the cargo "from the scale."

The spring of 1901 will go down to history, says an English authority, as "one of the worst, if not the worst, on record for spring sowing." Up to the middle of April not a third of the spring small grain had been put into the ground, and only a small part of the roots plantings.

The statement made at a milling association meeting in England that Liverpool is the cheapest port of England is called in question by Milling, unloading charges for weighed grain delivered to rail being 1s. 4½d. (33 cents) per ton in Liverpool, against only 18 cents in Manchester.

It now seems not improbable that the docks of London will be municipalized in the approximately near future. The improvement of rival harbors has emphasized the necessity for a single independent controlling body for the London docks. A report containing tentative suggestions in that direction was adopted on the recommendation of the committee of the city corporation at the Common Council meeting on April 16 last. The development of the entire scheme would require a municipal investment of \$130,000,000.

The official Indian crop report, dated Calcutta, March 18, gives the Punjab 8,543,000 acres to wheat, with prospects for a crop of 65, 75, 80 and 90 per cent of normal, according to district; in Bengal, 1,616,000 acres against a normal of 1,579,000, with prospects of 105 per cent of normal crop; in Central Provinces, 2,040,000 acres, which is 26 per cent greater than sown a year ago, but 40 per cent below the normal for ten years, with a normal yield expected per acre; in Bombay Presidency the acreage is 1,582,000, or 4 per cent above last year, but 43 per cent below the average; the irrigated portion of the crop is in good condition.

The corn crop of the Argentine is stated to be of very good shipping quality. A Buenos Ayres authority says, however: "It is very desirable that maize should be ventilated by machinery just before shipment to remove the mealy dust and fluff which adheres to the grain when it is being shelled, and it is also of great importance that shipments should be made, and that vessel should sail, as quickly as possible. Furthermore, there does not appear to be much doubt as to the advisability of closing the holds of a steamer in order to exclude the damp sea air, which has a tendency to condense when the steamer passes from the heated tropical seas into the cooler waters of the north Atlantic ocean."

It is reported that the Western Freight Association, which has been weakened of late by dissensions, will be dissolved, and that a new organization will be formed.

CROP REPORTS

Manitoba farmers are reported as having completed most of their seeding, and the crop prospects are said to be excellent.

Winter wheat and rye in Wisconsin have come through the winter without injury, and the present outlook for these crops is promising.

The wheat acreage in the Palouse country of Washington has been increased 10 per cent. Winter wheat never looked better for this time of year.

Utah crops are in excellent condition. Fall wheat never started out better, and spring wheat is going in in good condition, with a greatly increased acreage.

Recent rains in California have benefited all crops very greatly. The crop of hay will, in many sections, be almost doubled. Even the southern part of the state will fare well.

Hessian fly has damaged the wheat in Michigan to a considerable extent. The condition for the state May 1 is reported as 79 per cent of an average. Oats show a good acreage and fair condition.

Present indications in Nebraska are for a small acreage of oats, owing to the late spring and wet weather at seeding time. Corn is being planted with increased acreage, and spring wheat is up. Winter wheat, rye and grass have grown well. There is no damage of any kind to the young wheat and the crop condition never was better.

The Illinois crop report for the week ending May 6 showed that the acreage of oats was reduced somewhat, but that the crop is in fair condition. Wheat and rye are looking well, with but few complaints of damage by insects. Corn planting is pretty well along, with corn up in some localities. Dry weather has retarded crops somewhat.

Some portions of Oklahoma have been badly infested with the green louse, that has been doing so much damage in Texas. Wheat and oats have been ruined in spots and the bugs eat even the young corn. It is believed, however, that the damage will be less than was at first apprehended, and that fully 80 per cent of last year's crop will be harvested.

It is predicted that Kansas will have a wheat yield of 100,000,000 bushels. The plant is now so far advanced that the wheat louse cannot seriously injure it. The insect has invaded Kansas and has done some damage to both corn and wheat in the southern counties, but it is now confidently expected that the wheat crop will be 25 per cent greater than that of last year.

The Ohio crop report, issued May 1, estimates the condition of wheat at 82 per cent of an average, which is four points advance over April 1. At this time last year the condition was 41 per cent and constantly declining. Present indications point to a fair crop per acre, but the acreage is so small that the aggregate crop will not be large. Barley is about an average area of the fall and spring seedings. Oats show an estimated area of 87 per cent, as compared with last year, which was exceptionally large.

Harry Landa, one of the executive committeemen of the Texas Millers' Association, estimates the losses to the principal wheat-growing sections of Texas from bugs at 75 per cent. He says the greatest damage has been done in Denton, Grayson, Collin and Cooke counties, and thinks that not enough wheat will be grown in those sections to furnish seed for next season. Members of the Texas State Grain Dealers' Association estimate the damage to wheat and oats outside the counties above named at only 10 to 20 per cent.

The United States crop report for the week ending May 6 shows that the weather conditions have been exceptionally favorable; that corn planting has progressed rapidly, and the crop is in good condition; that winter wheat has done well, with the exception of southeastern Kansas, Oklahoma and Texas, and Michigan; that the oat crop is in a promising condition in the Ohio Valley, middle Atlantic states and generally in the upper Mississippi and Missouri valleys, though suffering from drouth in the southern states and from insects in Texas, Oklahoma, Arkansas and portions of Illinois.

The wheat acreage in the Northwest, with the exception of a few sections, will be about the same as that of last year. The flax acreage will increase very largely. In some sections there will be a phenomenal increase in the corn acreage, ranging from 30 to 100 per cent. There will be material gains in the acreage of oats, rye and barley. In Minnesota corn planting and flax sowing are well advanced, and early sown wheat and oats have grown very rapidly. South Dakota will show an increased acreage of corn. In North Dakota the crop conditions are reported as excellent, and the expectation is for the largest grain crop in the history of the state.

BARLEY

AND MALT

A. Munzenberger of Chicago is hunting a malt house site at Whiting, Ind., and asks the town to donate it.

The malting season closed in England about April 1 with the country bare of good malting barley, and barley dealers are hustling to find grain to fill their orders.

The Chilton Malting Company is building a malting plant at Chilton, Wis., which is to cost \$100,000 and will have a capacity of 600,000 bushels. The building is to be completed by September 1.

Ranchmen in the vicinity of Bozeman, Mont., will plant more than the usual acreage of barley this season, as the crop was not heavy last year and there is not much barley on hand. The present crop outlook is excellent.

The Pacific Coast Elevator Company of Portland, Ore., recently bought 20,000 bushels of barley from W. F. Hickman of Union Flat for 60 cents per 100 pounds in the warehouse. This is one of the largest single purchases of barley on the coast this season.

E. L. Drewry, a Winnipeg brewer, has offered to supply farmers in western Canada with seed barley of choicest Ontario grade at 65 cents per bushel. The barley grown in Manitoba last year was not up to the usual standard, and the crop was a very small one.

Richard Bohnen of Chicago has invented a malt-kiln floor section of driers consisting of a series of very thin flat vertical longitudinal plates, and a series of very thin flat vertical cross plates, whereby a drying floor with a maximum drying surface is produced.

Francis Franzl and Vaclav Jiroutek, of Roudnice, Austria-Hungary, have patented a malt turning apparatus which consists of a combination of set shovels in reciprocating shoveling machines, which revolve in such a way that the shovels successively and systematically act on the material to be handled.

In September, 1898, No. 2 barley was selling in Milwaukee for 43 cents a bushel; in September, 1899, for 45 cents a bushel; in 1900, for 51½ cents a bushel, and in April, 1901, for 57½ cents. The tendency has been steadily upward, and the advance bids fair to hold, unless the 1901 crop should exceed all expectations.

A large quantity of malt temporarily stored on the germinating floors of the McAvoy Brewing Company's malt house at South Park Avenue and Twenty-third Street, Chicago, proved too heavy for the outer walls of the building, which were thrown down for a considerable distance. The damage, which was heavy, was repaired at once.

The Spencer Grain Company will erect a 1,000,000-bushel steel tank barley elevator at South Minneapolis, Minn., at a cost of \$120,000. Last year the total receipts and shipments of barley in Minneapolis amounted to about 8,000,000 bushels, or nearly twice that of any preceding year, and the present activity in elevator building will largely increase the business in that line.

The P. H. Rice Malting Company of Cragin, Ill., will equip its elevator with two additional legs and will put in a switch from the Chicago & Northwestern Railroad, in addition to the present Chicago, Milwaukee & St. Paul connection. This property is owned and operated by the P. H. Rice Malting Company. The elevator has a capacity of 250,000 bushels. W. P. Rice is superintendent and M. O. Boyle foreman.

The W. H. Purcell branch of the American Malting Company at 24 Larrabee Street, Chicago, has recently installed a new Invincible 20-foot Needle Screen Gravity Separator, and has put an additional elevator leg into the malt elevator, thereby increasing the working capacity of the house. This property employs the Galland-Henning pneumatic malting system and has a malting capacity of 1,700 bushels and an elevator capacity of 250,000 bushels. Jacob C. Englehardt is the superintendent.

The Northwestern Malt & Grain Company of Cragin, Ill., will make extensive improvements during the coming year. The buildings will be extended and eight additional malting compartments will be provided, increasing the malting capacity 50 per cent. An additional artesian well is now being drilled. A Dibble telethermometer for registering the temperature of the kilns on the various floors and at all times has been installed; also two R. A. Hart Automatic Bag Registers. This plant has a malting capacity of 3,400 bushels daily, and elevator capacity for 700,000 bushels,

and is owned and operated by the Northwestern Malt & Grain Company.

The receipts of barley at Cincinnati during the month of April, 1901, were 58,834 bushels and shipments 3,410 bushels, as compared with receipts of \$6,031 bushels and shipments of 2,334 bushels in the corresponding month last year. The receipts of malt were 116,978 bushels, and shipments 77,610 bushels, as compared with receipts of 83,848 bushels and shipments of 87,818 bushels in April, 1900.

Peter Renner of Cincinnati has patented a gravity pneumatic malting system consisting of a steeping tank with successive germinating compartments below the tank, separated from one another. The grain lies on horizontal perforated dumping floors within the compartments. It falls by gravity from the tank to the upper compartment, and so on down, and is tempered by air passing through the grain in each compartment.

The Hawkeye Elevator at West Hammond, Ill., which makes a specialty of handling barley, will commence the active handling of the new crop about August 1. Meantime an additional elevator leg is to be installed to increase the unloading capacity of the house; new metal spouts have been put in, the machinery overhauled, buildings painted, etc. This plant is owned and operated by the D. H. Stuhr Grain Company and has a capacity of 70,000 bushels. The superintendent is Frank Noath.

The Gerstenberg Elevator on the C. M. & St. P. Railway at Cragin, Ill., which has been occupied by the Northwestern Malt & Grain Company as a storage house for the past three months, is again on the list of idle houses. All the barley has been taken out. A watchman is in charge. The house has a storage capacity of 60,000 bushels and is one of the only two idle elevators in Cook County, the other being the Hayford Elevator, of 100,000-bushels' capacity, at Seventy-fifth street and South Kedzie avenue, Chicago.

The North Star Malting Company, Chicago, will erect a 500,000-bushel barley elevator at Eighteenth avenue and Second street N. E., Minneapolis, at a cost of \$65,000. It will be of the hollow tile tank construction. There will be eighteen 20-foot tanks, with a capacity of 20,000 bushels each. These will be arranged in three rows, and the spaces between the tanks will be utilized for bins with a capacity of 6,000 bushels each, making in all 28 bins. A large fireproof tile roof will cover all the bins. At one end of the storage house will be erected a large working house. This will be of steel construction throughout and absolutely fireproof. It will have a tile roof. The working house will have a storage capacity of about 80,000 bushels, making the total capacity of the elevator 500,000 bushels. The Barnett & Record Company has the contract.

The Columbia Malting Company's plant at 105th and 106th streets, Chicago, on the Lake Shore & Michigan Southern Railway, is at present being thoroughly overhauled and improved. New buildings, boilers, machinery, steel storage tanks, etc., are being added, including a six-story brick addition to the kiln house and a one-story addition to the power plant. Four new steel storage tanks are being constructed, each having a capacity of 125,000 bushels, which with the three storage tanks now in use increase the storage capacity to \$75,000 bushels. The malting capacity also is being increased from 2,000 to 5,000 bushels per 24 hours. Two new Kroeschell boilers, each 60 inches by 16 feet, will be installed. This plant was built in 1899 and uses the Galland-Henning pneumatic malting system. The apparatus includes 40 steep tanks, 40 malting drums, 1 barley and 1 malt cleaner, 1 Invincible needle gravity separator, 1 conveyer, 2 steel elevator legs and a passenger elevator. Additional machines are to be installed as soon as room can be made for them. The improvements will cost \$100,000. W. W. Crilly is the contractor and Charles Pleva is superintendent of the plant. The property is owned and operated by the Columbia Malting Company; E. A. Graff, president, and H. D. Graff, secretary.

CANADA'S EXPORT BARLEY TRADE.

During the year preceding the inauguration of the McKinley tariff the Canadian exports of barley were nearly 10,000,000 bushels, of which over 9,900,000 bushels came to the United States. That tariff shut out Canadian barley from this country, and an effort was made to work up an export trade with Great Britain, but with only varying success. In 1892 Canada exported 2,439,959 bushels of barley to Great Britain, but in 1896 the exports to the mother country had fallen off to 45,769 bushels, and in 1899 the results were still worse.

In 1900, Canadian barley began to get a better footing in the British market, and 1,753,135 bushels were exported to England. The situation seems to be improving. The demand for barley on British export account is now active. Though the total exports of Canadian barley are still only a little over one-third what they were in 1890, yet there

is some hope by Canadians that the former total of 10,000,000 bushels of that year may yet be regained.

IMPORTS AND EXPORTS OF BARLEY AND MALT.

BARLEY.		Bushels.	Value.
Imports—			
March, 1900	48	\$30	
March, 1901	5,018	2,159	
Nine mos. ending March, 1900.	179,432	86,128	
Nine mos. ending March, 1901.	170,790	83,938	

Exports—			
March, 1900	944,824	431,568	
March, 1901	180,180	83,892	
Nine mos. ending March, 1900.	20,231,816	9,593,448	
Nine mos. ending March, 1901.	5,783,893	2,641,239	

BARLEY MALT.

Imports—			
March, 1900	1,081	\$1,266	
March, 1901	400	325	
Nine mos. ending March, 1900.	3,199	3,152	
Nine mos. ending March, 1901.	3,339	3,201	

Exports—			
March, 1900	35,250	25,190	
March, 1901	26,529	19,318	
Nine mos. ending March, 1900.	218,059	159,161	
Nine mos. ending March, 1901.	239,677	172,145	

SCHEDULE FOR RATING MALT ELEVATORS.

This schedule of fire insurance rating applies only to Cook County, Illinois, and is under the jurisdiction of the Chicago Underwriters' Association. Outside of Cook County the rates are promulgated by the Western Union.

Basis Rate.—For Standard Malt Elevator construction to comply with the building ordinance of the city of Chicago, adopted by the City Council March 13, 1893. \$1.25

1.—Main building not in accordance with the above, add not less than.....\$.25

Note.—Main building constructed prior to the adoption of this schedule, built of brick, stone or spiked frame, protected with slate, tile or metal, will be classed as standard.

2.—Roof to be slate, metal, tile or approved composition, if not add.....\$.25

3.—All outside openings in cupola to be protected with wire netting made of No. 14 wire, with meshes not over one-half by one-half inch. If not add.....\$.25

4.—Boiler house to be constructed of brick and all openings into elevator to be protected with standard double iron doors. If not add.....\$.25

5.—Chimney to be of brick construction and extending above the highest part of the elevator. If not add.....\$.25

6.—All communications into malt house to be protected with standard double iron doors. If not add.....\$.25

7.—Approved metal receptacles for oily rags or waste. If not add.....\$.10

8.—Watchman with approved watch clock or watch signals. If not add.....\$.25

9.—Lights to be inclosed electric, gas or mineral sperm oil, if open lights or petroleum oil. If not add.....\$.25

10.—Capacity 500,000 bushels or less, for every 100,000 or fraction thereof in excess, add.....\$.05

11.—Grinding of malt, add.....\$.25

12.—Fire Protection. For every five thousand (5,000) square feet or less of floor surface there shall be not less than six pails and two barrels of water. If not add.....\$.25

13.—When elevator is so situated as to be inaccessible to the fire department or to city fire hydrants, the superintendent of surveys shall make a charge for inaccessibility not to exceed one per cent. at his discretion.

14.—For exposures charge according to distance and hazard, at discretion of superintendent of surveys.

15.—Elevator to be kept clean and in good condition. If not add at discretion of superintendent of surveys.

Forward.....\$.....

Rate on building and machinery.....\$.25

Add to building rate for grain rate.....\$.....

Rate on grain.....\$.....

RULES.

1.—Where a deficiency, as specified in the schedule, has been removed, the superintendent of surveys shall reinspect and promulgate the rate.

2.—No reduction in rate shall be made for promised improvements.

3.—All improvements to be carried out under the supervision and to the satisfaction of the superintendent of surveys.

Speaking of through cargoes of grain from lake ports to Europe, the Toledo Market Report says: "In 1875 E. R. Williams, now Messrs. Paine, Webber & Co., Boston, and then in the grain business at Toledo, sent abroad the schooner C. B. Benson with 22,000 bushels of wheat. That was before steam had outstripped in economy as carriers the winds of the ocean. Later, in June, 1876, T. J. Southard, then as now a vessel broker at Toledo, chartered the schooner Pamlico for a cargo of lumber from Cheboygan to Europe. That was twenty-six and twenty-five years ago, and please make a note that these were the first cargoes sent directly abroad from lake ports, and Chicago was not in it."

Late Patents

Issued on April 9, 1901.

Hand Elevator.—Enoch Sayre, Chillicothe, Ohio. Filed Nov. 28, 1900. No. 671,808. See cut.

Issued on April 16, 1901.

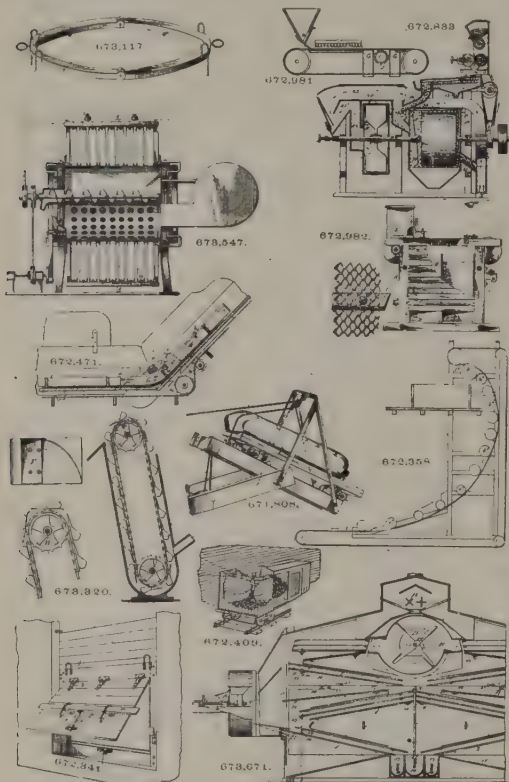
Grain Door for Cars.—John R. Taylor, Coteru Landing, Canada. Filed Nov. 6, 1900. No. 672,341. See cut.

Endless Belt Conveyor.—James M. Dodge, Philadelphia, Pa., assignor to the Link-Belt Engineering Co., same place. Filed Dec. 23, 1899. No. 672,358. See cut.

Pneumatic Grain Conducting Apparatus.—David Scheiddegger, Woodburn, Ind. Filed July 2, 1900. No. 672,409. See cut.

Issued on April 23, 1901.

Process of Separating Garlic from Wheat.—Jacob K. Scheirer, Williamsport, Md. Filed Feb. 12, 1900. No. 672,833. See cut.



Portable Elevator.—Walter G. Adams, Racine, Wis. Filed Feb. 16, 1901. No. 672,471. See cut.

Issued on April 30, 1901.

Bag Holder.—Emily Dinsmore, Steubenville, Ohio. Filed Oct. 16, 1900. No. 673,117. See cut.

Bucket Elevator.—C. W. Levalley, Milwaukee, Wis. Filed April 24, 1900. No. 673,320. See cut.

Separator.—Robt. W. Jessup, San Francisco, Cal., assignor to F. H. Wheelan, same place. Filed Dec. 6, 1899. No. 672,981. See cut.

Separator.—Robt. W. Jessup, San Francisco, Cal., assignor to F. H. Wheelan, same place. Filed Sept. 4, 1900. No. 672,982. See cut.

Issued on May 7, 1901.

Dust Collector.—Faustin Prinz, Milwaukee, Wis. Filed May 24, 1899. No. 673,547. See cut.

Separator.—Jens Anderson, Walla Walla, Wash. Filed May 16, 1900. No. 673,671. See cut.

VALUE OF DAMAGED GRAIN.

A grain warehouse was burned in Southern California last fall, and a large quantity of barley and wheat was badly damaged by flames and heat. There were 38,702 sacks of grain in the warehouse. The railroad water train was employed in extinguishing the fire in the burning piles of grain. The report of the adjuster (Calvert Meade) to the insurance companies possesses more than ordinary interest because it deals with a new point, to-wit, the value of badly damaged grain for fertilizing purposes. The report of Dr. Harry Earl Miller, consulting chemist, on the value of burnt or charred wheat and barley as fertilizers, according to the samples given him, we have abridged as follows:

Report of Chemist.—The barley was badly burnt. Some portions were almost totally carbonized; about one-half caked together; body not destroyed.

The wheat was also burnt, and partly caked; kernels still distinct.

Both samples were ground, quartered down, and the following determination made:

	Barley.	Wheat.
Nitrogen	2.74%	1.63%
Phosphoric acid	1.85	1.24
Potash	1.21	0.80

These are the essential elements of plant food and also of a fertilizer.

The following is a commercial valuation of the two samples based on their percentage composition and value of the phosphoric acid, nitrogen and potash that they contain. The values of the essential elements are reached by taking the market value of the merchantable forms in which they are found in the trade; for instance, the value of nitrogen from the price of nitrate of soda:

Estimated Commercial Valuation.

	Barley	Per cent.	Pounds. per ton.	Value. per ton.
Nitrogen	2.74		54.8	\$7.67
Phosphoric acid	1.85		37.0	1.66
Potash	1.21		24.2	1.21

\$10.54

Wheat.

Nitrogen	1.63	32.6	\$4.56
Phosphoric acid	1.24	24.8	1.12
Potash	0.80	16.0	0.80

\$6.48

The forms in which these essential elements occur are not the most available for immediately enriching the soil, and therefore an allowance of say 2 per cent should be made, which would give the two samples the following estimated values as fertilizers: Barley, \$8.43 per ton; wheat, \$5.16 per ton.—Coast Review.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATOR WANTED.

Wanted, for cash, grain elevator doing good business, in good town. Give full particulars first letter.

WM. W. BOUSLAUGH, Sumner, Iowa.

INSPECTION ENVELOPES.

Best envelope known for mailing samples, seeds or flour. Your customer can inspect sample without removing from envelope.

INSPECTION ENVELOPE CO., Box 542, Mt. Sterling, Ky.

WANTED.

A practical man who can take full charge of large transfer elevator and who also is a good judge of grain. Address, giving references, etc.,

TRANSFER ELEVATOR, Box 5, care "American Elevator and Grain Trade," Chicago, Ill.

WANTED.

Sober reliable man to work in elevator. Must understand gasoline engines, roller mills and general elevator work. State age, experience and wages expected. Address

A. L. CLARK & CO., Ashton, Lee Co., Ill.

WANTED.

We want a good man to run our paint mill for grinding iron ore or mineral paints. Man must be competent to take charge of mill. Address, stating experience, etc.

C. O., Box 5, care "American Elevator and Grain Trade," Chicago, Ill.

ELEVATOR WANTED.

Wanted, to buy an elevator in Northern Iowa or Southern Minnesota, or will accept position with good company as buyer or second man. First-class references. Address

WALTER CLARKSON, Chase and Broad Sts., Springfield, Mo.

WANTED.

Wanted, old engines, boilers and scrap iron.

For sale, complete power plants.

We can rebores your cylinder and valve seats right in their position. Address

FISHER MACHINE WORKS, Machinists and Engineers, Leavenworth, Kan.

REPRESENTATIVES WANTED.

Millwrights, machinery dealers and manufacturers' agents wanted to represent us in their territory, on commission, for the sale of elevating, conveying and power transmitting machinery, mill and elevator supplies. Address

WELLER MFG. CO., 118 and 120 North Ave., Chicago, Ill.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

GAS ENGINE FOR SALE.

Otto make, 15 h. p., in good order. Price, \$125 on cars here. Special bargain. Address

F. F. LUTZ, Louisville, Ky.

FOR SALE.

We have a large stock of boilers, engines, steam pumps and pulleys for sale. Write for specifications and prices to

PHILIP SMITH, Sidney, Ohio.

LINE OF ELEVATORS.

For sale, our line of four elevators and grain houses on Illinois Central Railroad, in heart of corn belt of Central Illinois. Address

LOCK BOX 113, Lincoln, Ill.

GRAIN AND IMPLEMENT BUSINESS.

For sale, a splendid grain and farm implement business in one of the best grain raising counties of Central Minnesota. Good buildings and dwelling. Very little capital required for business. Address

G. L., Box 5, care "American Elevator and Grain Trade," Chicago, Ill.

STOCK IN NEW ELEVATOR.

For sale, at par, stock in large new and thoroughly modern grain elevator at a good terminal market in one of the leading wheat producing states in the Union. All shares fully paid up and non-assessable. Address

A. H. BENNETT, Station A, Topeka, Kan.

FOR SALE.

One 6-roll Keystone Mill, 6x18. One shaker bolt. A lot of 5-inch cotton belting with buckets attached. Boot and head for same. All in good condition. We are remodeling our elevator, have no use for this and will sell right. If interested write KINSELLA GRAIN CO., Colon, Neb.

MILLERS, EXAMINE THIS.

For sale, large four-story brick first-class roller process flouring mill, 300 barrels per day capacity, at Fort Collins, Colo. On railroad and can easily be reduced to 100 or 200 barrels' capacity, if desired, with little expense. Also brick dwelling. Cost nearly \$70,000 in 1887. Price now \$21,000, one-third cash. Address

THEO. W. HERR, Agent, 811 17th Avenue, Denver, Colo.

Elevator For Sale.

We offer for sale a grain elevator in the Big Miami River bottom. Located on the main line of Big Four Railroad, 18 miles from Cincinnati, at Elizabethtown, Ohio. Storage capacity about 8,000 bushels of corn. Shelling capacity about 2,000 to 2,500 bushels per day. Equipped with wagon dump, good feed mill and stand of rolls for making fine meal, new boiler, good engine and steam drier. Price and particulars on application.

EARLY & DANIEL,

Sixth and Harriet Sts., CINCINNATI, O.

ROOFING AND SIDING.**P. & B. RUBBEROID ROOFING**

HAS NO EQUAL.

Samples and Testimonials Sent on Application.

Corrugated Iron Roofing and Siding.
Steel, Brick and Stone Siding. . .

WRITE FOR PRICES.

GATE CITY ROOFING AND METAL CO.,

416 DELAWARE STREET, KANSAS CITY, U. S. A.

The Garry Iron and Steel Roofing Co.,

168 MERWIN STREET, CLEVELAND, O.,

MANUFACTURES

Steel Roofing,
Corrugated Iron,
Siding and Metal
Ceiling.SEND
FOR CATALOGUE**"ZANZIBAR" ELEVATOR PAINT.**ANTI-
RUST.SPARK,
WATER,
WEATHER

PROOF.

Guaranteed
Five
Years.

Write for Prices and Circulars.

GARFIELD OIL CO., Cleveland, Ohio.

WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc. We make a specialty of Corrugated Iron and Metal Roofing for Grain Elevators,

And take contracts either for material alone or job completed. We have done a large amount of this work in the past three years, in fact, we are the largest manufacturers of this material in the Western States. Write us for prices. We can save you money.

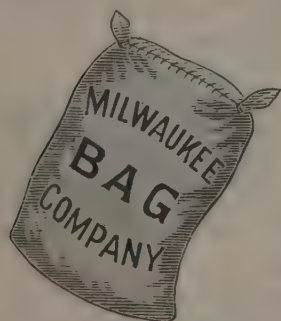
SYKES STEEL ROOFING CO.,

611 So. Morgan Street, - - - CHICAGO.

Eastern Works: NILES, OHIO.

Lumber

We sell to everyone at the same price, strictly wholesale rates. We will sell to anyone in any quantities.

John Spry Lumber Co.Ashland Ave. and 22d Street,
CHICAGO, ILL.**SEAMLESS**COTTON
GRAIN BAGS,Jute Grain Bags,
Seed Bags,

SECOND-HAND BAGS.

No. 1 Menomonic Street, MILWAUKEE, WIS.

E. W. WAGNER.**Consign Your Grain.**

We make good sales.
We make prompt returns.
We make our customers money.
707, 708 and 709 Rialto Building, CHICAGO.

C. H. Matthiessen, President.

S. T. Butler, Vice-President.

Chas. L. Glass, Treas. and Sec'y.

The Glucose Sugar Refining Company,

FACTORIES:

GENERAL OFFICES:

Chicago } Ill. Marshalltown } Ia. The Rookery,
Peoria } Davenport } CHICAGO, ILL.
Rockford }

The world's largest consumers of Corn. Daily consumption 100,000 bushels. We are always in the market for corn, and confine our bids to regular grain dealers. Write or wire us when you wish to sell.

JOS. P. GRIFFIN, Mgr. Grain Dept.

W. S. GILBREATH, Pres. Long Distance Telephone Canal 341.

THE ILLINOIS SEED CO.

SEED MERCHANTS.

Clover, 236-242 Johnson Street, Orchard Grass
Timothy, Blue Grass,
Hungarian, COR. FIFTEENTH, Flax Seed,
Millet, Pilsen Station, CHICAGO. Buckwheat,
Red Top, Etc., Etc.

E. R. Ulrich & Sons,**SHIPPERS OF WESTERN GRAIN,**Especially High Grade White and Yellow Corn,
Also Mixed and White Oats.

Elevators along the lines of the following railroads in Central Illinois: Wabash; Chicago & Alton; I. C.; C. P. & St. L. and Pawnee.

Main Office, 6th Floor, Illinois National Bank Building,
SPRINGFIELD, ILLINOIS.

Write for prices delivered.

No Wheat For Sale.

As Agent for Buyers and Exporters, I supervise shipments and certify same. None but thorough experts employed.

SETH CATLIN,**GRAIN EXAMINER AND SAMPLER.**

Office, 423 Rialto Building, CHICAGO.

I have had twenty years' experience as a Seaboard Inspector with the New York Produce Exchange Grain Inspection Department. Correspondence solicited.

COMMISSION CARDS.

[We will not knowingly publish the advertisement of a bucketshop keeper or irresponsible dealer.]

ESTABLISHED 1876.

W. A. RUNDELL & CO.,**GRAIN AND SEEDS,**

SPOT AND FUTURES.

CONSIGNMENTS and FUTURES given special attention.

Ask for our "Daily Market Letter and Track Bids."
Correspondence requested.

33 Produce Exchange, - TOLEDO, OHIO.

THE SAMUEL BORN CO.,**GRAIN.**

COMMISSION. BUYERS. SHIPPERS.

Chicago, Ill. La Fayette, Ind. Buffalo, N. Y.

JOHN WADE & SONS,**Grain Dealers.**

Members Merchants' Exchange. Warehouse Capacity, 250 Cars.

MEMPHIS, TENN.

COMMISSION CARDS.

OUR MOTTO:

"To Get Your Business and to KEEP It."**Van Ness & Wilson,
COMMISSION MERCHANTS,**500 Royal Insurance Building,
CHICAGO.

REFERENCES:

Young & Nichols
Corn Exchange National Bank
Bank of Montreal.

Write for our Daily Market Letter.

**F. H. PEAVEY & CO.,**

Minneapolis,

Minn

GRAIN RECEIVERS.

Consignments Solicited.

MILLING WHEAT A SPECIALTY.

WARREN & CO.,

...GRAIN...

COMMISSION MERCHANTS,Rooms 7 and 9 Chamber of Commerce,
PEORIA, - ILL.**M. F. BARINGER**

...SUCCESSOR TO...

J. R. TOMLINSON & CO.

...GRAIN AND MILL FEED...

416-418 Bourse Bldg., Philadelphia, Pa.

Correspondence with millers and grain dealers solicited. Sight draft with bills of lading attached honored on all shipments.

SMITH-GAMBRILL CO.,

Chamber of Commerce, Baltimore, Md.,

GRAIN COMMISSION**RECEIVERS AND EXPORTERS.**

RICHARD GAMBRILL, Western Manager, Chicago, Ill.

CHAMBER OF COMMERCE,
DETROIT, MICH.LIBRARY BLOCK,
DECATUR, ILL.**C. A. BURKS & Co.,**

GRAIN AND MILL FEED.

WRITE, WIRE OR PHONE FOR PRICES.

J. F. ZAHM. F. W. JAEGER. F. MAYER.

ESTABLISHED 1879.

J. F. ZAHM & CO.,GRAIN and SEEDS,
TOLEDO, OHIO.

MEMBERS: { Toledo Produce Exchange,
Chicago Board of Trade,
New York Produce Exchange.

Handling consignments and filling orders for
futures OUR SPECIALTY.

SEND FOR OUR RED LETTER.

COMMISSION CARDS.

PRIVATE WIRES.

ARTHUR R. JONES & CO.,
Members Chicago Board of Trade

GRAIN STOCKS
PROVISIONS BONDS

* * * *

226-228 La Salle Street, - CHICAGO.

CORRESPOND WITH

GERSTENBERG & CO.,

Grain and Commission Barley a
Seeds. Merchants. Specialty.

8-10 PACIFIC AVE., CHICAGO, ILL.

BRANCH OFFICES: ST. LOUIS, 214 N. 4th St.
MINNEAPOLIS, 17 1/2 Chamber of Commerce.
MILWAUKEE, 29 Chamber of Commerce.

W. R. Mumford Co.

GRAIN, SEEDS, HAY,
MILL FEED.

528 TO 532 RIALTO BUILDING, CHICAGO.

Careful Attention Given Your Cash and Future Business.
SELLING BY SAMPLE A SPECIALTY.

Grain Dealers,

:: :: WE WANT YOUR BUSINESS.

If you appreciate Honest Work, Good Treatment and
Prompt Returns consign your grain to us.

CALUMET GRAIN & ELEVATOR Co.,
CHICAGO.

ARTHUR R. SAWERS in charge of receiving business.

E. W. BAILEY & CO.,
Commission Merchants,

GRAIN, SEEDS AND
PROVISIONS

72 Board of Trade, CHICAGO.

ARMOUR GRAIN CO.,

205 LA SALLE STREET,

CHICAGO.

GRAIN BUYERS AND DEALERS.

MEMBERS REFERENCE:
Chicago Board of Trade. Bank of Montreal, Chicago.

L. H. MANSON & COMPANY,
Grain and Provision Merchants,

74 Board of Trade, - - - - CHICAGO.
LONG DISTANCE TELEPHONE, HARRISON 1925.

HENRY HEMMELGARN. Established 1861. PHILIP H. SCHIFFLIN

H. HEMMELGARN & CO.,
COMMISSION MERCHANTS,

GRAIN, SEEDS AND PROVISIONS,

ROOMS 317, 318 AND 319 RIALTO BUILDING,

Adjoining Board of Trade. CHICAGO, ILL.

Consignments Solicited. Correspondence Invited.

DON'T DOUBT

That a Strong, Energetic, Successful Correspondent
at Chicago, can do much to promote the success of
your grain business.

WE BELIEVE IT, WE KNOW IT!
CAN WE DEMONSTRATE IT TO YOU?

POPE & ECKHARDT CO.,

317-321 Western Union Building, CHICAGO.

COMMISSION CARDS.

ESTABLISHED 1865.

L. EVERINGHAM & Co.,
Commission Merchants.

ORDERS AND CONSIGNMENTS SOLICITED.

GRAIN AND SEEDS OF ALL KINDS

For Cash and Future Delivery.

Suite 80 Board of Trade, - - CHICAGO, ILL.

RUMSEY, LIGHTNER & CO.,
COMMISSION MERCHANTS

Grain, Feed, Provisions, Seeds.

Main Office: 226 LaSalle St.,

Branch Offices: MINNEAPOLIS, MILWAUKEE, PEORIA. CHICAGO.

Make all drafts on Main Office.

W. M. TIMBERLAKE,
WITH
E. SECKEL & CO.,
Commission Merchants,

Nos. 78 to 82 Traders' Building,
CHICAGO.

Refer to Continental National Bank, Chicago. Established
Corn Exchange National Bank, Chicago. 1862.

W. H. MERRITT & CO.,
Grain Buyers and Shippers.

CORRESPONDENCE SOLICITED.

234 La Salle St., CHICAGO, ILL.

MILMINE, BODMAN & CO.,

GRAIN COMMISSION MERCHANTS,
RECEIVERS, SHIPPERS, EXPORTERS,

Grain and Seeds,

5 Board of Trade, 401 Produce Exchange,
CHICAGO. NEW YORK.

Members Chicago Board of Trade.

JAMES P. SMITH & CO.,
GRAIN MERCHANTS,

417-418 Rialto Building, CHICAGO.

Consignments Solicited.

J. H. WARE. E. F. LELAND.

Consign your grain and seeds and send your
Board of Trade orders to

WARE & LELAND,

200-210 Rialto Bldg., Chicago.

GRAIN PROVISIONS,
STOCKS AND COTTON.

Write for our Daily Market Letter.

Your interests are our interests.

Special attention given to cash
grain shipments

COMMISSION CARDS.

M. ROSENBAUM, Prest.

E. L. GLASER, Secy.

ROSENBAUM BROTHERS,

COMMISSION RECEIVERS
MERCHANTS, AND SHIPPERS,

Grain and Seeds,

Room 77 Board of Trade Bldg.. CHICAGO.

J. S. SIMPSON & CO.

(Members Chicago Board of Trade).

COMMISSION MERCHANTS,
GRAIN AND PROVISIONS,

14-16 Pacific Avenue,

Opposite Board of Trade. CHICAGO.

Thos. H. Botts & Co.

FLOUR, GRAIN AND GENERAL
COMMISSION MERCHANTS.....

214 Spears Wharf, 213 Patterson Street,

Baltimore, Md.

REFERENCES—First National Bank, C. Morton Stewart & Co.,
I. M. Parr & Son, BALTIMORE. Dunlop Mills, Warner, Moore
& Co., RICHMOND, VA.

DANIEL McCAFFREY'S SONS,
Leading Hay Dealers,
PITTSBURG, PA.

Consignments solicited. Reference: Duquesne National Bank

ESTABLISHED 1867.

L. F. Miller & Sons,
RECEIVERS AND SHIPPERS OF
GRAIN, FEED, SEEDS, HAY, ETC.

OFFICE 2933 N. BROAD ST., PHILADELPHIA, PA.

CONSIGNMENTS SOLICITED.

Special attention given to the handling of Corn and Oats

References: { Manufacturers' National Bank, Philadelphia, Pa.
{ Union National Bank, Westminster, Md.

LEMAN BARTLETT.

O. E. BARTLETT

L. Bartlett & Son,
GRAIN AND PRODUCE
COMMISSION MERCHANTS.
BARLEY A SPECIALTY.

Room 23 Chamber of Commerce Bldg
Milwaukee, Wis.

Careful attention given to orders from Brewers, Maltsters and
Millers.

CEO. N. REINHARDT & CO.
MELROSE STATION, NEW YORK CITY.

Geo. N. Reinhardt & Co.
HAY, STRAW & GRAIN.

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GEORGE N. REINHARDT & CO. HAY & GRAIN ELEVATOR

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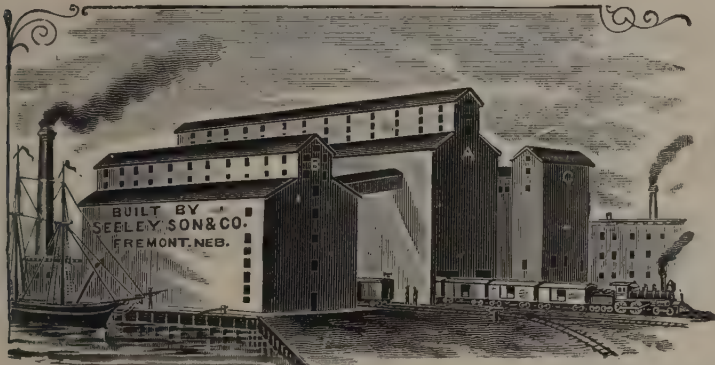
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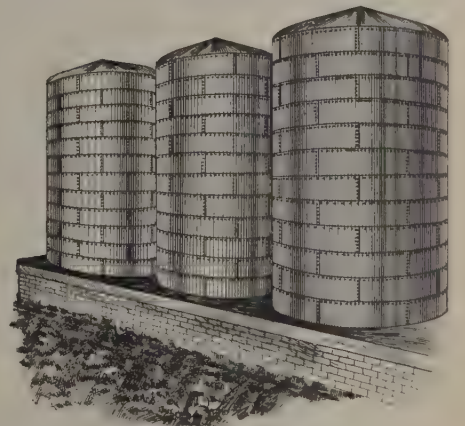
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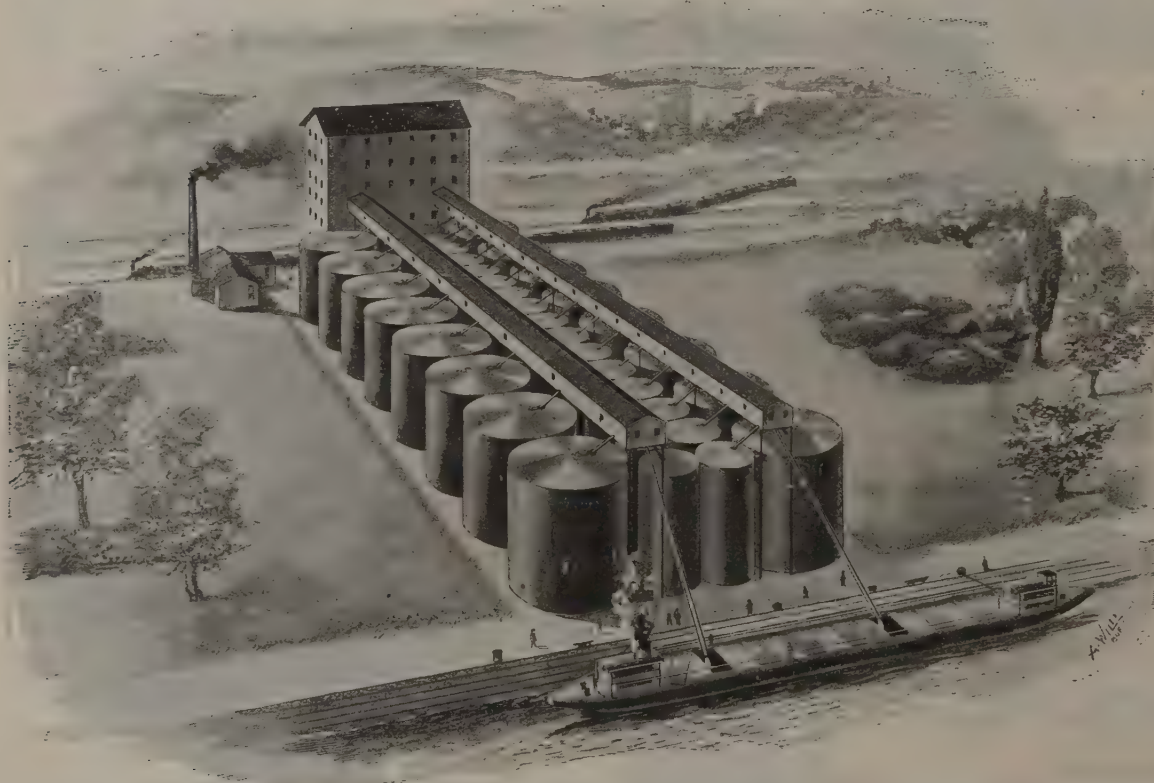
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SUCCESSOR TO HONSTAIN BROS.,
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EAGLE ROLLER MILL CO., New Ulm, Minn.	200,000
EXCHANGE ELEVATOR CO., St. Louis Park, Minn.	150,000
MINNESOTA ELEVATOR CO., Wilno, Minn.	25,000
MINNESOTA ELEVATOR CO., Hendricks, Minn.	25,000
MINNESOTA ELEVATOR CO., Astoria, S. D.	25,000
EXCHANGE ELEVATOR CO., Bird Island, Minn.	20,000
SPALDING BROS., Wanda, Minn.	25,000
K. KREUGER, West Brook, Minn.	25,000
CROWN ELEVATOR CO., Batavia, Minn.	25,000
CROWN ELEVATOR CO., Hickson, N. D.	25,000
CROWN ELEVATOR CO., Selby, S. D.	25,000
SLEEPY EYE MILLING CO., Arcola, Minn.	20,000
SLEEPY EYE MILLING CO., Wilno, Minn.	20,000
SLEEPY EYE MILLING CO., Hendricks, Minn.	20,000
SLEEPY EYE MILLING CO., Astoria, S. D.	20,000
SLEEPY EYE MILLING CO., Morgan, Minn.	20,000
JENNISON BROS. & CO., Arcola, Minn.	20,000
JENNISON BROS. & CO., Hendricks, Minn.	20,000
SPRINGFIELD ROLLER MILL CO., Wilno, Minn.	20,000
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Grand Trunk Elevator, Portland, Me.	1,000,000
Export Elevator, Buffalo, N. Y.	1,000,000
J. R. Booth Elevator, Parry Sound, Canada	1,000,000
Cleveland Elevator Company's Elevator, Cleveland, Ohio	500,000
Erie R. R. Transfer & Clipping House, Chicago, Ill.	100 cars in 10 hours
Manchester Ship Canal Co.'s Elevator, Manchester, England.	1,500,000
Burlington Elevator, Peoria, Ill.	500,000
Canada-Atlantic Railway Elevator, Coteau Landing, Que.	500,000
Northern Grain Co., Manitowoc, Wis.	1,400,000
Union Elevator, East St. Louis, Ill.	1,100,000
Chesapeake & Ohio Ry. Elevator, Newport News, Va.	1,000,000
Grand Trunk Ry. New Transfer House, Chicago.	1,000,000
Halliday Elevator Co.'s Elevator, Cairo, Ill.	500,000
Cleveland Grain Co.'s Elevator, Sheldon, Ill.	400,000

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OF THE

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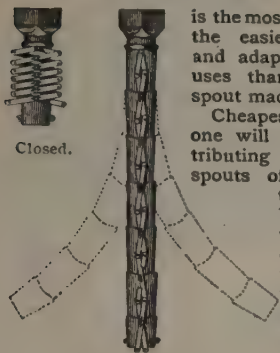
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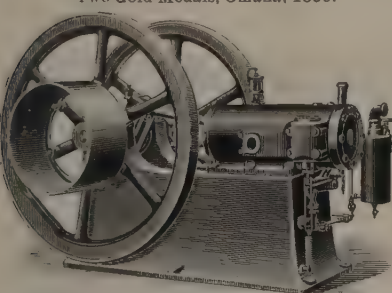
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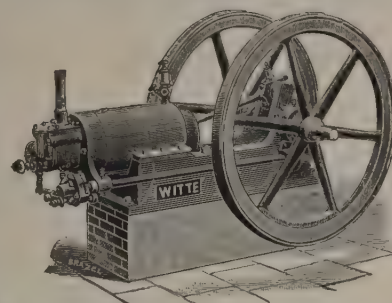
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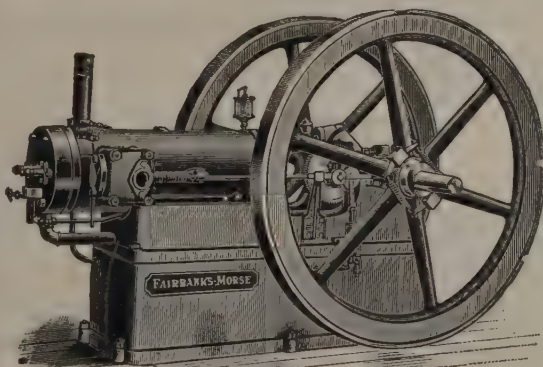
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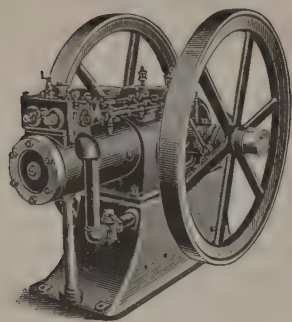
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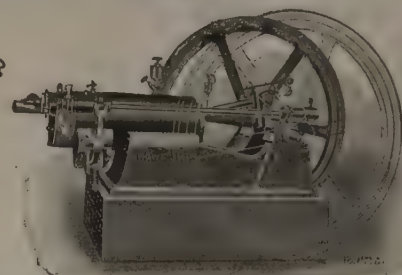
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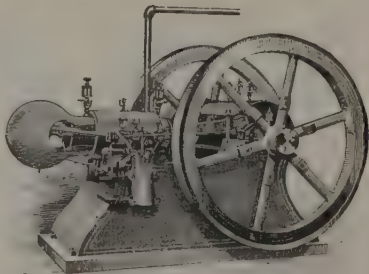
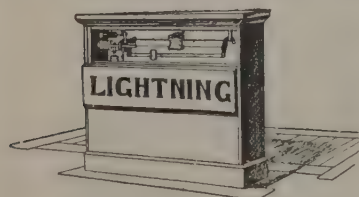
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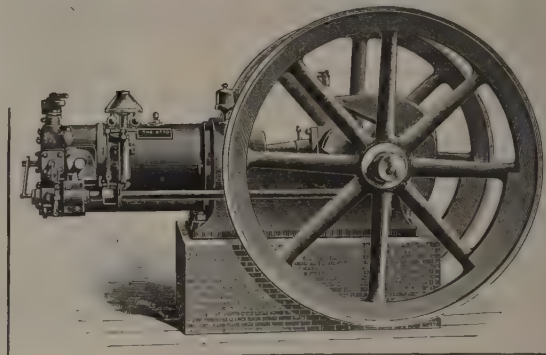
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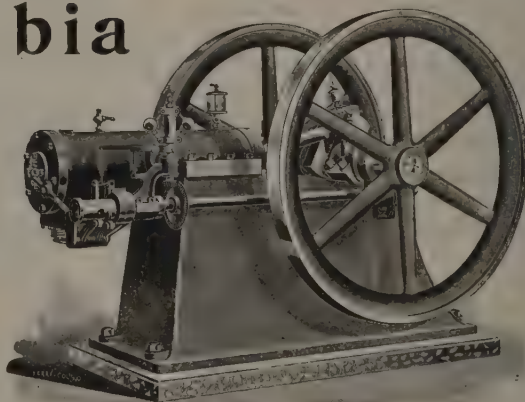
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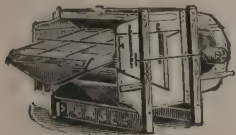
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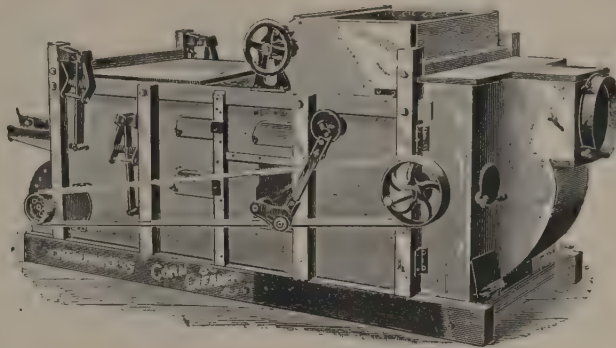
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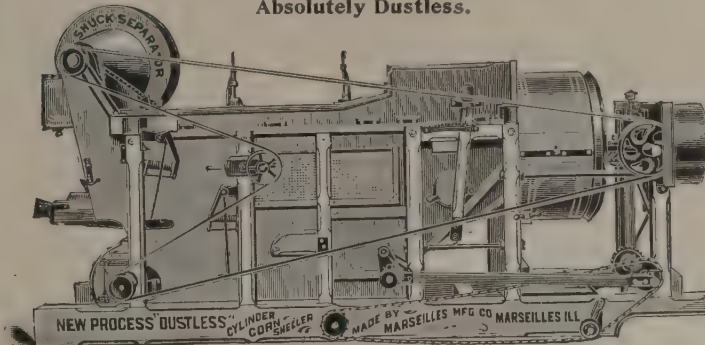
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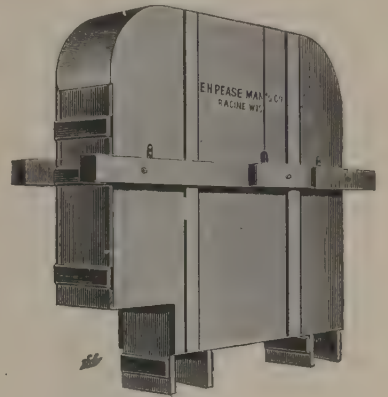
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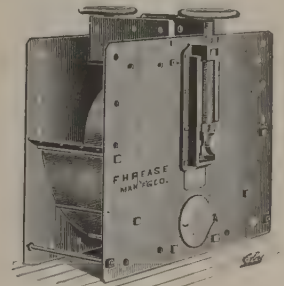
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Set Collars,
Sprocket Wheels,
Chain, Rubber, Cotton
and Leather Belt.

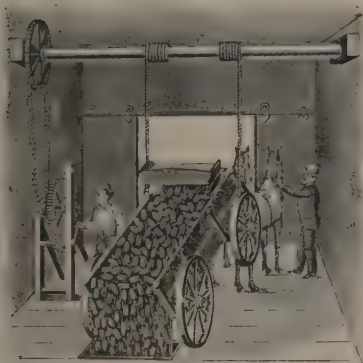
Power Transmitting Appli-
ances of Every Description.

SHEET-STEEL WORK A SPECIALTY.

MARSEILLES MANUFACTURING CO.,
MARSEILLES, ILL.

SMITH'S

Automatic Warehouse and Elevator Machinery.

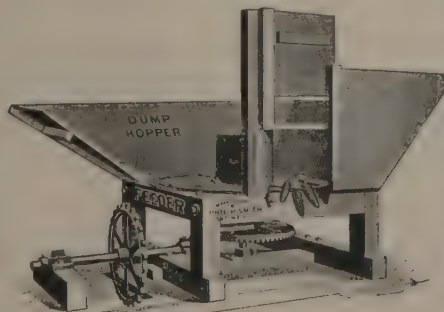


I have given the building of Warehouse and Elevator Machinery my special attention for the past thirty years and claim to furnish the most complete, convenient and labor saving machinery that can be constructed, and will furnish plans and specifications on application for a complete automatic warehouse.

The accompanying cut is an exact representation of my

Latest Improved Overhead Dump

Which can be operated with ease, safety and speed, and we think that you will find that this dump embodies all the features required, without an objectionable point, and is within the reach of all grain men. This dump can be placed on a level floor, and is so constructed by a double gear that it can be operated by a boy.



THE MARQUIS PATENT

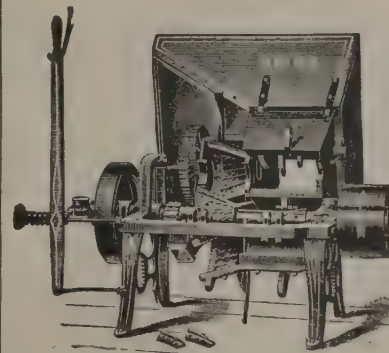
Ear Corn Elevator and Sheller Feeder.

Feeder will feed corn from the dump to the elevator or sheller with or without drag belt. Will feed 100 to 1,500 bushels per hour without any attention. Can be regulated to the capacity of the sheller or elevator while in operation. Can be made to feed either sheller or elevator by changing reverse board. It is made of iron and is very durable. It will last a lifetime. Can be applied to dump now in use at very little expense. We have over 5,000 of these machines in use that are giving universal satisfaction. Prices furnished on application.

Agents Wanted to Sell Our Full Line of Corn
and Elevator Machinery.

PHILIP SMITH, Sidney, Ohio.

The Best All-Around Feed Mill



For *crushing ear corn*, with or without shuck, and *grinding* all kinds of *small grain*. The conical burrs are *light running* and ahead of rolls or stones in speed and quality of work. Has every convenience belonging to a first-class modern feed mill. Will grind Kaffir corn in the head. Sold with or without bagging attachment. Made in seven sizes, ranging from 2 to 25 h. p.

You will want one early this Fall. Lay your plans now for a profitable season. Our Catalogue sent for the asking.

The N. P. Bowsher Co., South Bend, Ind.

GEO. H. PHILLIPS CO.,
Commission Merchants.

GRAIN, PROVISIONS, HAY and SEEDS,

Offices, 227-231-232-233 Rialto Bldg., Chicago.

BRANCH OFFICES:
Milwaukee, Minneapolis,
St. Louis, Peoria.

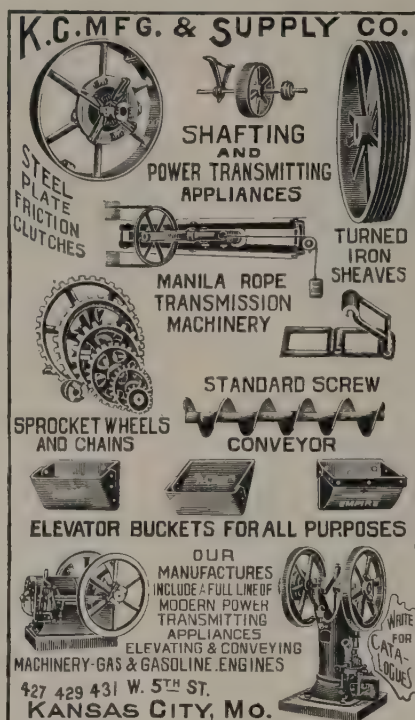
Best service, prompt attention and
close watch of our customers'
interests, our motto.

WRITE FOR DAILY MARKET LETTER.

K. C. MFG. & SUPPLY CO.,

Complete Grain Elevator Equipments Carried in Stock.

EXCLUSIVE
SOUTHWESTERN
AGENTS
FOR
WEBSTER
MFG. CO.



EXCLUSIVE
AGENTS FOR
Chandler &
Taylor's
Steam Engines
and Boilers.
Also Union
Steam Pumps
and
Boiler Feeders,

Gasoline Engines,
Spiral Conveyor,
Pulleys,
Hangers,
Gearing,

Collars,
Sprocket Wheels,
Sprocket Chain,
Elevator Boots,
Elevator Buckets,

Flexible Spouts,
Turn Heads,
Wagon, Hopper and
Dump Scales,
Rubber and Cotton Belting.

WRITE FOR PRICES AND CATALOGUE.

Dodge Manufacturing Co.

ENGINEERS, FOUNDERS, MACHINISTS,

Main Office and Works, **Mishawaka, Ind., U. S. A.**

Branches: CHICAGO, BOSTON, NEW YORK, CINCINNATI, ATLANTA, GA., LONDON, ENG.

MANUFACTURE A COMPLETE LINE OF

**GRAIN ELEVATOR
MACHINERY**

Embracing latest types of Grain Trippers, Power Shovels, Car Pullers, Belt Conveyors, Marine Legs Spouting, Etc.; Self-oiling and Dustproof Bearings, also Dodge American System Manila Rope Transmission.

The following Grain Elevators, under construction or in operation, are among those recently equipped:

Illinois Central R. R., New Orleans, La.,	-	capacity, 1,200,000 bu.
Northern Grain Co., Manitowoc, Wis.,	-	" 1,200,000 "
Northern Grain Co., Council Bluffs, Ia.,	-	" 750,000 "
Botsford & Jenks, Meaford, Ont.,	-	" 1,000,000 "
Chicago Dock Co., Chicago, Ill.,	-	" 1,000,000 "
D. H. Stuhr Grain Co., Hammond, Ind.,	-	" 600,000 "
Electric Steel Elevator, Buffalo, -	-	" 1,200,000 "
McReynolds & Co., Hammond, Ind.,	-	" 2,000,000 "
Calumet Elevator Co., South Chicago, Ill.,	-	" 1,200,000 "
Rosenbaum Bros., South Chicago, Ill.,	-	" 1,000,000 "
Peavey Grain Co., South Chicago, Ill.,	-	" 1,500,000 "
Chicago-O'Neil Grain Co., South Chicago, Ill.,	-	" 750,000 " etc., etc.

Have the Largest Factory in the World Exclusively Devoted to the Manufacture of Power Transmitting Machinery. CATALOGUE UPON APPLICATION.

Our Perfected Oat Clipper

AND WHAT ONE USER THINKS OF IT.

Wm. Burke, Grain Merchant.

FRIEND, NEBR., June 3, 1901.

BARNARD & LEAS MFG. CO., Moline, Ill.

Gentlemen:—Some time ago you sent us a Wheat Riddle for our Oat Clipper, the receipt of which we neglected to acknowledge, as the matter was overlooked for the time. We now beg to inform you that the same came to hand duly, and that it was just what we wanted. It fit the machine perfectly. Since putting it in, we have scoured about 10,000 bushels of musty wheat, and I must say that it is surprising the improvement it made in the wheat, and it has demonstrated its efficiency as a wheat cleaner, as well as an Oat Clipper.

A number of grain men have made inquiry of me as to your Oat Clipper, and I always recommend it most highly, and assure you that it is a pleasure to do so, as I find it one of the most complete and useful machines that I have ever used in my twenty-five years' experience in the grain business.

Yours very truly,

WM. BURKE.

Why does this machine call forth such praise? We give below a few reasons:

THE SCOURING CYLINDER IS ADJUSTABLE WHILE IN MOTION.
THE GRAIN IS DISCHARGED FULL WIDTH OF THE MACHINE.
IT TAKES 25 PER CENT LESS POWER.
IT CAN BE SET QUICKLY FOR ANY KIND OF GRAIN.

Write us about it. We will answer cheerfully and promptly all inquiries.

BARNARD & LEAS MFG. CO.

MILL BUILDERS AND MILL FURNISHERS,

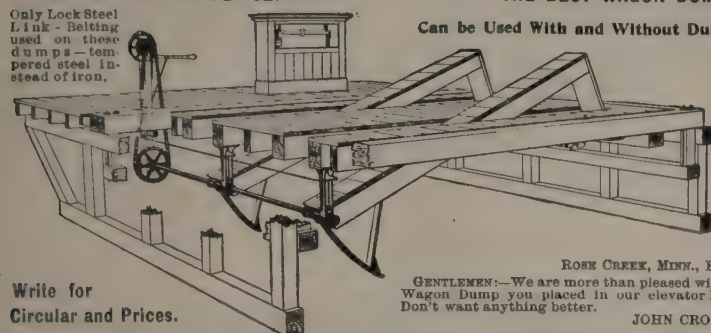
MOLINE, ILL.

THE EVANS CONTROLLABLE WAGON DUMP.

AUTOMATIC LOCKING DEVICE.

THE BEST WAGON DUMP BUILT.

Can be Used With and Without Dump Scales.

Absolute
Safety,
Control,
Great
Strength
and
DurabilityPatented
April 12,
1898.

ROSE CREEK, MINN., Feb. 1, 1901.

GENTLEMEN:—We are more than pleased with the Evans
Wagon Dump you placed in our elevator last summer.
Don't want anything better.

JOHN CRONIN & CO.

Write for
Circular and Prices.**MOULTON & EVANS,**909 E. Eighteenth St.,
MINNEAPOLIS, MINN.**STEPHENS, ADAMSON & CO.**

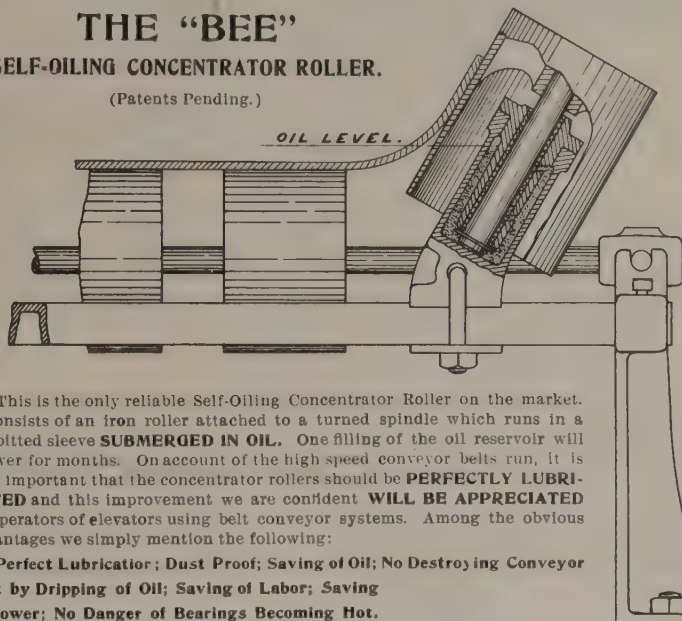
AURORA, ILLINOIS,

MANUFACTURERS OF

Grain Elevator Machinery**THE "BEE"**

SELF-OILING CONCENTRATOR ROLLER.

(Patents Pending.)



This is the only reliable Self-Oiling Concentrator Roller on the market. It consists of an iron roller attached to a turned spindle which runs in a babbitted sleeve **SUBMERGED IN OIL**. One filling of the oil reservoir will answer for months. On account of the high speed conveyor belts run, it is very important that the concentrator rollers should be **PERFECTLY LUBRICATED** and this improvement we are confident **WILL BE APPRECIATED** by operators of elevators using belt conveyor systems. Among the obvious advantages we simply mention the following:

Perfect Lubrication; Dust Proof; Saving of Oil; No Destroying Conveyor Belt by Dripping of Oil; Saving of Labor; Saving of Power; No Danger of Bearings Becoming Hot.

Prices and Information Furnished on Application.

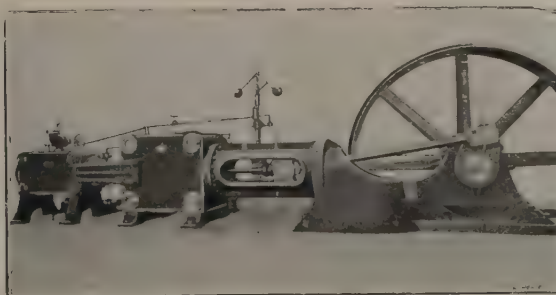
We beg to announce that our **GENERAL CATALOGUE OF GRAIN ELEVATOR MACHINERY** is ready for distribution. Mailed free upon request.

THE CELEBRATED**A. P. DICKEY GIANT GRAIN CLEANERS.**

Over-Blast Suction Separator.

**THE
STANDARD
IN THEIR
LINE.****"Grain
Cleaned
to a
Standstill."**

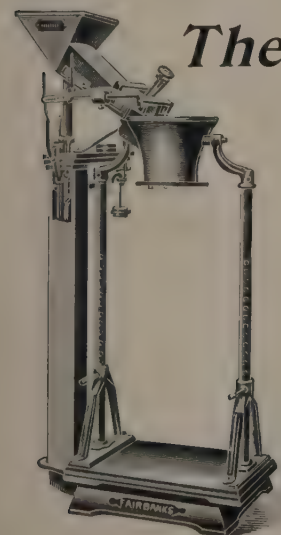
Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevator and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over Blast.

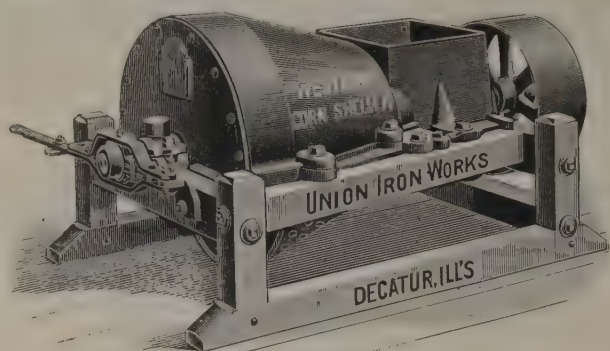
Address..... **DICKEY MFG. CO., RACINE, WIS.****Our Specialties for the Grain Trade****CORLISS
ENGINES.****EASY CAR
PUSHERS.****THE VILTER MFG. CO.,** 800 CLINTON STREET,
MILWAUKEE, WIS.**THE HESS PNEUMATIC
GRAIN DRIER**EMBODIES ALL THAT IS MERITORIOUS
IN MACHINES OF THIS CLASS

It is adapted to harvest, export and salvage grains of all kinds; oats for milling; washed wheat; cereal products; seeds of all varieties, and all substances of granular or fibrous nature

ILLUSTRATED CATALOGUE FREE
SEND POSTAL CARD FOR ONE**HESS WARMING & VENTILATING CO.**
710 TACOMA BUILDING, 33 CHICAGO**The Bosworth...
Automatic
Weighing Scale**FOR WEIGHING AND BAGGING
ALL KINDS OF GRAIN.Rapid work. Saves time.
Accurate weight. Best investment that can be made.

Write for Circular and Prices.

Munson Bros. Co.,
UTICA, N. Y.



"Western" Warehouse Sheller.

SOLE MANUFACTURERS

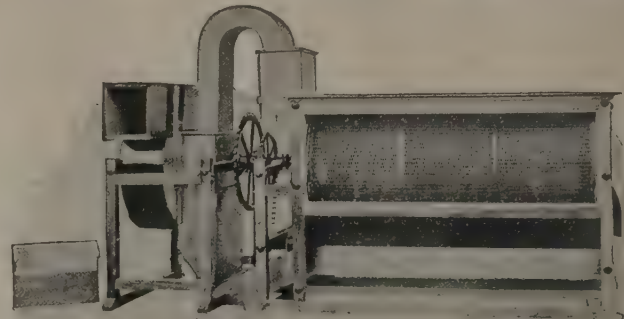
"Western" Shellers and Cleaners, BEST ON EARTH.

Complete Elevator Equipments our Specialty.

UNION IRON WORKS, DECATUR, ILL., Grain Elevator Contractors and Builders.

Plans for Grain Elevators Made, on application, by licensed architect.

Write for Catalog.



"Western" Warehouse Cleaner.

JEFFREY ELEVATORS CONVEYORS



INSURANCE

ON GRAIN ELEVATORS
AND CONTENTSIs furnished at cost by the
MILLERS' NATIONAL INSURANCE CO.,
of Chicago.It is a Mutual Company which insures
more mills and grain elevators than any
other company in the United States.It has been in business 26 years and its
average annual cost for insurance to mu-
tual policy-holders has been about one-half
of the board rates of stock companies.Its cash assets, January 1, 1901, amount-
ed to \$761,155 90; total admitted as-
sets, \$2,828,533 69; net cash surplus,
\$472,753.43; surplus over all liabilities,
\$2,540,131.22.The same conservative management
which has directed the Company's affairs
all through its prosperous existence will
be continued.Before placing your insurance, write to
the Company at No. 205 La Salle Street,
Chicago, for a copy of the circular and
statement, which fully explains the Com-
pany's method of insuring your class of
property on the mutual plan. If your risk
is up to the required standard you cannot
afford to insure in any other company.

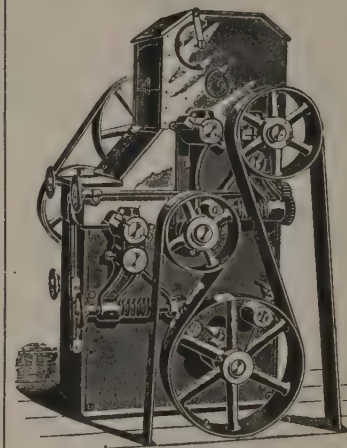
W. L. BARNUM, SECY.

A Good Feed Mill

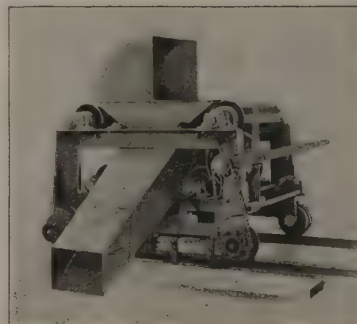
Is a paying investment.

Put one in your elevator and it will
more than pay all your running expenses.
It will be an accommodation to the farmersAND WILL INCREASE
YOUR TRADE.WRITE FOR CATALOGUE OF THE
BEST FEED MILL ON EARTH.Northwestern Agents for the Hyatt Roller Bearing.
Write us; we can interest you.Strong & Northway Mfg. Co.,
MINNEAPOLIS, MINN.

PLEASE MENTION THIS PAPER.



THE LINK-BELT MACHINERY CO., ENGINEERS, FOUNDERS, MACHINISTS, - - CHICAGO, U. S. A.



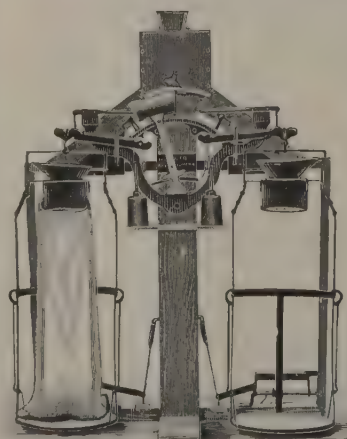
LINK-BELT ENGINEERING CO., PHILADELPHIA AND NEW YORK.

Grain Elevator Machinery

INCLUDING

BELT TRIPPERS,
POWER SHOVELS,
SPOUTS, BUCKETS, BOOTS,
MACHINE MOLDED ROPE
SHEAVES,
SHAFTING, PULLEYS,
SHAFT BEARINGS, GEARING,
FRICTION CLUTCHES, ETC.

Cutler Bagging Scale

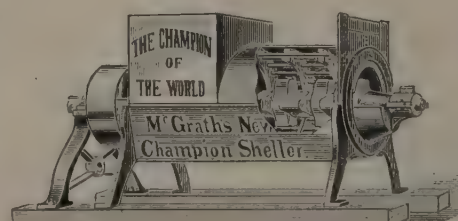
For weighing Grain, Meal,
etc., Automatically, in even
weight packages.Two
Scales in
One FrameOperated by one man. Ac-
curate, economicalNot an experiment. In suc-
cessful use 10 years.

THE CUTLER CO., North Wilbraham, Mass.

R. H. McGRATH,

LA FAYETTE, IND.

MANUFACTURER OF

Steam Engines
and Boilers,
Mill Gearings
and Machinery
of all kinds,
Foundry and
Machine Work.McGrath's
Champion Iron
Corn Shellers
for
Warehouses,
McGrath's
Grain Dumps.

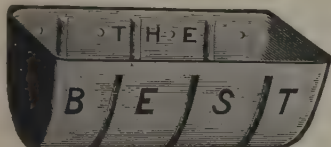
Conveying, Elevating and Power-Transmitting Machinery

H. W. CALDWELL & SON CO.

GENERAL MACHINISTS,

Western Avenue, 17th to 18th Streets, Chicago, Ill.

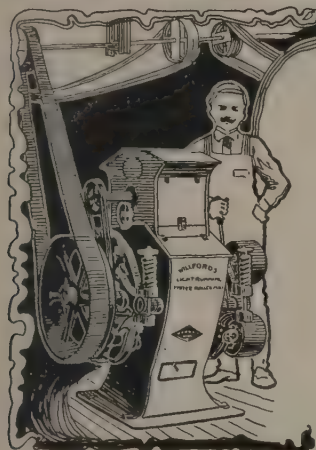
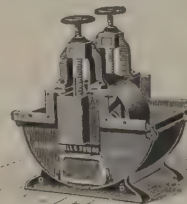
—CALDWELL HELICOID CONVEYOR.—

Specialties for
Grain Elevators and Mills.THE ONLY PERFECT SPIRAL
CONVEYOR; with Flight of One
Continuous Strip of Metal.CALDWELL CORRUGATED SEAMLESS
STEEL ELEVATOR BUCKETS.

LINK BELTING.
SPROCKET WHEELS.
COTTON BELTING.
RUBBER BELTING.
LEATHER BELTING.
BELT CLAMPS.
POWER GRAIN SHOVELS.
ELEVATOR BOLTS.
ELEVATOR BUCKETS.
CONCRETE MIXERS.

FRICITION CLUTCHES.
JAW CLUTCHES.
COUPLINGS.
FLEXIBLE SPOUTS.
GEARING (all kinds).
GRAIN SCOOPS.
ELEVATOR BOOTS.
COGSWELL MILLS.
HANGERS.
PERFORATED METALS.

PILLOW BLOCKS.
IRON PULLEYS.
WOOD PULLEYS.
SHAFTING.
SET COLLARS.
SWIVEL SPOUTS.
TAKE-UP BOXES.
TURN HEAD SPOUTS.
WIRE CLOTH.

Elevator
Boot.

No Trick to Make Money

WITH THE

Willford Three-Roller Feed Mill

It takes so little power and attention to operate it, and does such perfect work that feed grinding with it is sure to pay. It is so strong and durable that there is no expense for repairs. Write for circulars and prices.

WILLFORD MANUFACTURING CO.,

303 South 3d Street, MINNEAPOLIS, MINN.

—LOAD YOUR CARS WITH—

THE IDEAL AUTOMATIC CAR LOADER.

The best and most practical machine in the market for loading all small grain. We guarantee it to do its work satisfactorily.

WHAT IT WILL DO:

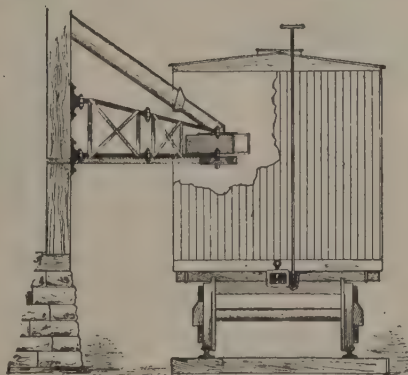
Loads both ends of car at same time.
Loads a car in twenty minutes.
Saves you its cost in 60 days. Scours and brightens the grain.
Cools grain that is beginning to heat.
Loads more grain in car than can be done by a man with a scoop.
Owing to its peculiar and novel construction it will not crack the grain.
It is impossible to have a choke-up.
Made of iron and steel, it is durable and easy to handle.

MADE IN TWO SIZES.

SPECIAL SIZES MADE TO ORDER.

WRITE FOR FULL PARTICULARS, PRICES AND TERMS TO

G. W. DOOLEY & CO., BLOOMINGTON, ILL.



THE B. S. CONSTANT SHELLER FEEDER

A MONEY SAVER IN EVERY ELEVATOR.



Latest Improved Grain Separators.
Water-tight Boots, Steel Tanks,
Dust Collectors, Wagon Dumps,
Elevator Boot and Sheller Feeders.

WRITE

B. S. CONSTANT CO.,
BLOOMINGTON, ILL.

Designers of Grain Elevators and Manufacturers of Grain Cleaning and Elevator Machinery.

ELEVATOR SUPPLIES

OF ALL KINDS

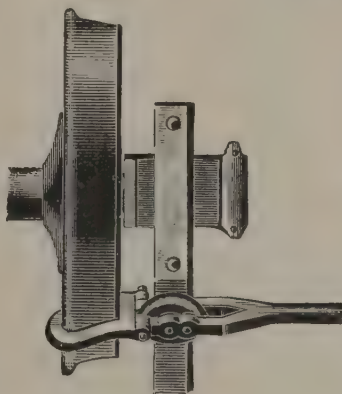
GASOLINE ENGINES,
STEAM ENGINES
AND BOILERSBoiler and
Machine Shops.

GLOBE MACHINERY & SUPPLY CO.

414 to 418 W. Court Ave.,
DES MOINES, IA.

SPECIAL CAR MOVER.

(PAT. APRIL 2, 1901.)



Moves train of cars on good level track.

Hook grips face of wheel and 3,000 to 4,000 pounds is applied in the direct course of the revolution of the wheel.

It moves a car with less power and greater speed than any mover on the market. Price \$5.00, F. O. B. Sac City, and shipped C. O. D., subject to trial and acceptance.

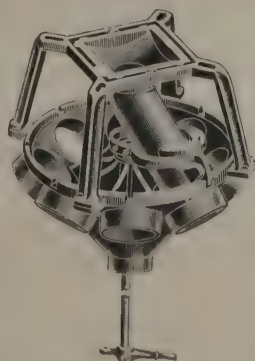
THE CONVEYOR CAR LOADERS have advantages over other loaders.

THE INCLINE ELEVATOR AND DUMP AND STORAGE SYSTEM is the best and cheapest ear corn and small grain storage. Grain Dealers', Farmers' and Feeders' plants solve the problem of cribbing ear corn, etc., without shoveling.

Grain dealers' elevator having 100,000 bushels' capacity can be built for \$3,500.00.

WRITE FOR FULL PARTICULARS.

H. KURTZ & SON, Sac City, Iowa.



"You cannot gild fine gold or paint the lily."—
Shakespeare

The Hall Grain Distributor and Overflow Signal

Is unrivaled and unapproached by any known device for grain distribution in the whole world. All the distributors save only this mix grain in distribution.

Mixing grain is wasting money and it is the most wasteful feature in the grain business. The dockage at destination sums it up with unerring accuracy and is a part of the COST OF YOUR DISTRIBUTOR.

With the "Hall" not a kernel mixes or can mix. By an ingenious patented device the spout automatically and simultaneously, without a moving part, empties itself and signals the operator on lower floor when bin is full. It is the acme of simplicity and a triumph in mechanic art. Operates entirely, with accuracy and precision, from the lower floor.

Hall Distributor Co.,

520 First National Bank
Building, Omaha, Neb.

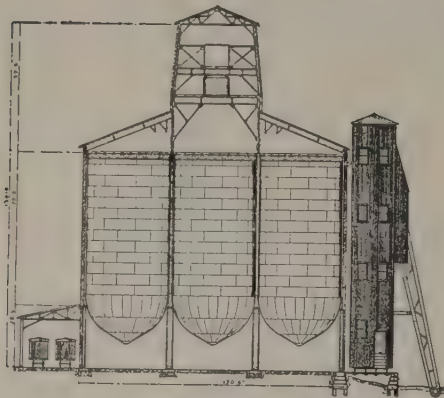
Riter-Conley Mfg. Co.,

MANUFACTURERS, ENGINEERS, CONTRACTORS.

Grain Elevators of Steel,

ALSO

Gas Holders with Steel Tanks.



Cross section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

Water and Oil Tanks,
Steel Buildings,
Steel Stacks and
Steel Construction of
Every Description,

Designed,
Furnished and
Erected in
All Parts of the World.

General Office, Water Street, Pittsburg,

Plate, Tank and Boiler Works, First, Second and Third Aves.

Structural Works, Preble Avenue, Allegheny City, Pa.

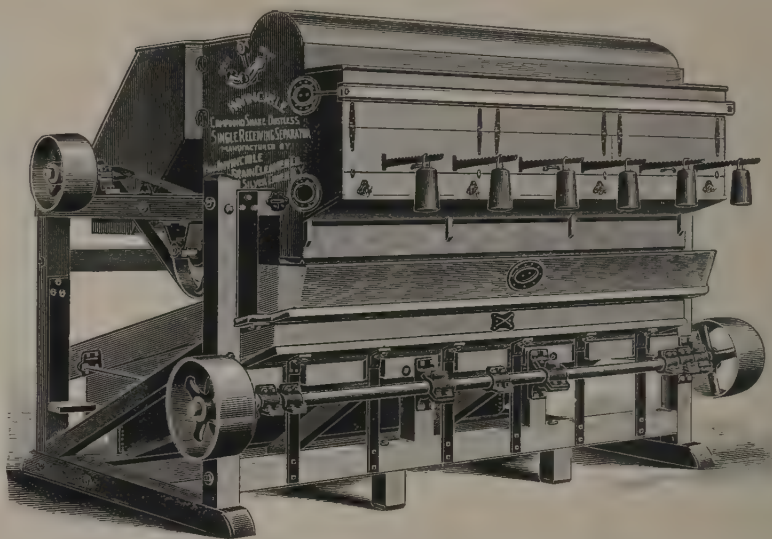
New York Office, 39 and 41 Cortlandt Street

LONG-DISTANCE TELEPHONE CONNECTIONS.

NO SHAKE, NO TREMBLE—Steadiness Itself.

The Invincible Compound-Shake Separators

Can be placed anywhere in the elevator.
They never shake the building but stand as steady as a rock.
Their work is perfect.
Write for latest catalogue.



Invincible Grain Cleaner Company,

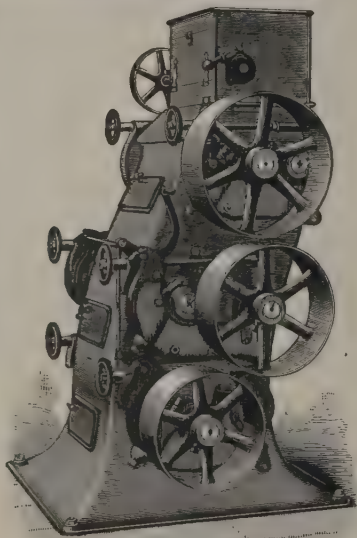
SILVER CREEK, N. Y., U. S. A.

Also Manufacturers of the
Needle Screen Gravity Separator and Spiral Belt Separator.

REPRESENTED BY

W. J. Scott, Wyoming Hotel, Chicago, Ill.
Chas. H. Scott, 307 So. 3d Street, Minneapolis, Minn.

Edward A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
J. N. Bacor, Blachorne Block, Indianapolis, Ind.



3-PAIR-HIGH, SIX-ROLLER MILL.

CUSTOM WORK!

UTILIZE YOUR POWER
BY OPERATING A GOOD MILL FOR GRINDING

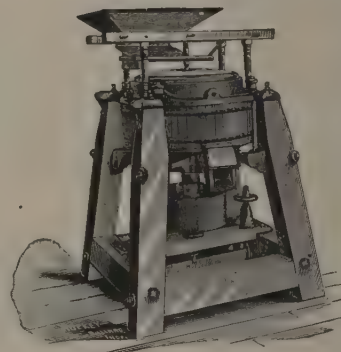
...FEED AND MEAL...
IT PAYS

WE MANUFACTURE
THREE-ROLL, TWO-BREAK MILLS, 2 Sizes.
THREE-PAIR HIGH, SIX-ROLLER MILLS, 4 Sizes.
TWO-PAIR HIGH, FOUR-ROLLER MILLS, 5 Sizes,

...And...

PORTABLE FRENCH BUHR MILLS,
85 Sizes and Styles.

SEND FOR BOOK ON MILLS.



VERTICAL
UNDER RUNNERS,
UPPER RUNNERS,
PULLEY AND GEAR DRIVES.

ELEVATOR SUPPLIES AND POWER CONNECTIONS.

ROPE DRIVES, GEARING, CORN SHELLERS and CLEANERS, GRAIN CLEANERS.

DUST COLLECTORS (Tubular, Automatic).

CUPS.

We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our 3½x3 inch, list price 9c., has as much capacity as others 3½x3½ inch, list price 10c. Our prices are right

CORRESPONDENCE SOLICITED.

NORDYKE & MARMON CO., INDIANAPOLIS, INDIANA, U. S. A.

FLOURING MILL ENGINEERS, IRON FOUNDERS AND MACHINISTS. ESTABLISHED 1851.

GUARD AGAINST COMPETITION

... BY INSTALLING OUR ...

"Eureka" Patent Wheat Washing, Drying and Conditioning System,

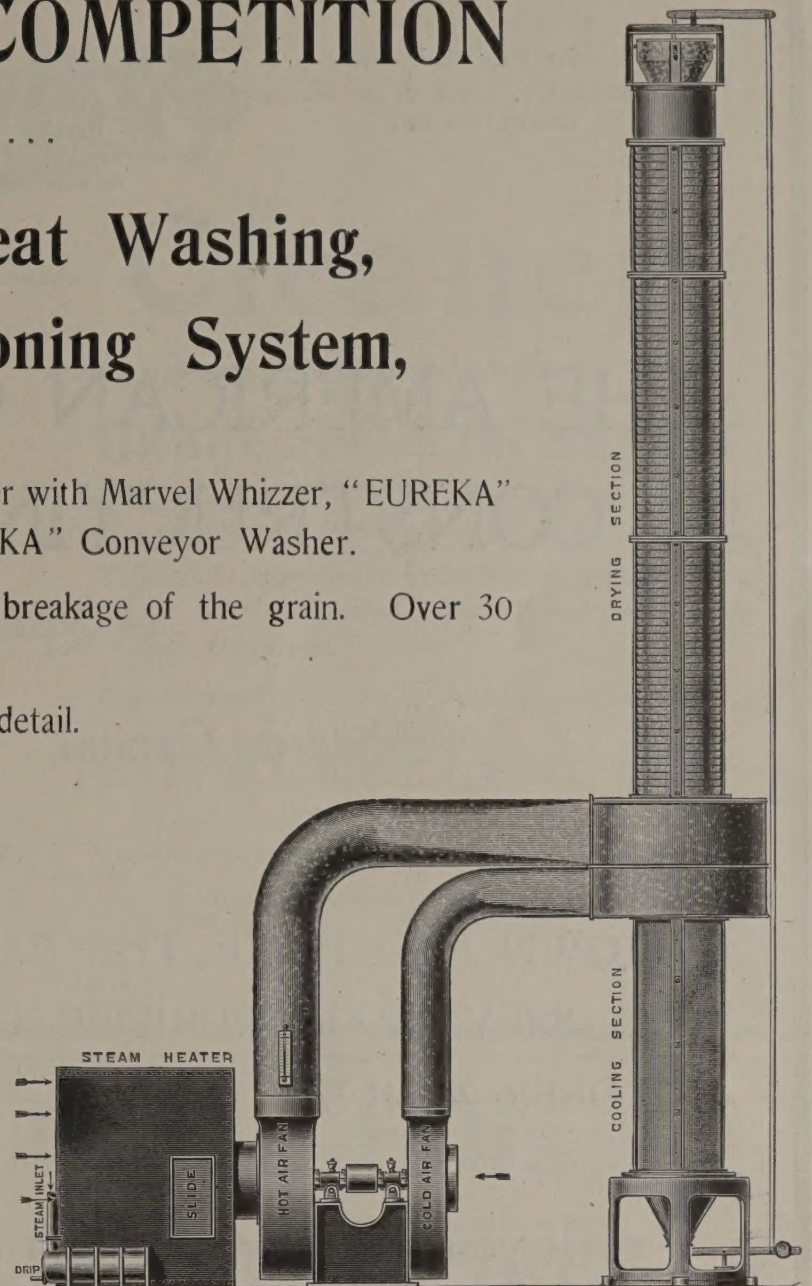
Which includes the "EUREKA" Patent Wheat Washer with Marvel Whizzer, "EUREKA" Horizontal Whizzer (patent applied for) and "EUREKA" Conveyor Washer.

Perfect Drying is what we insure, without breakage of the grain. Over 30 years' experience in this line of machinery.

The "EUREKA" system is perfect in every detail.

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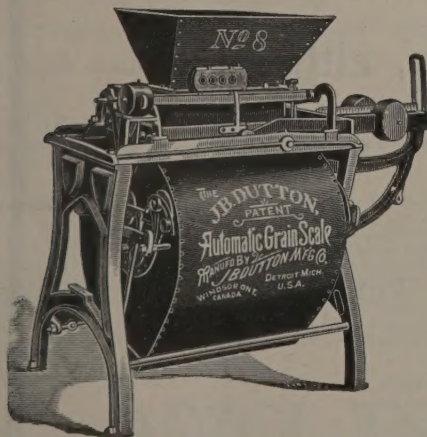


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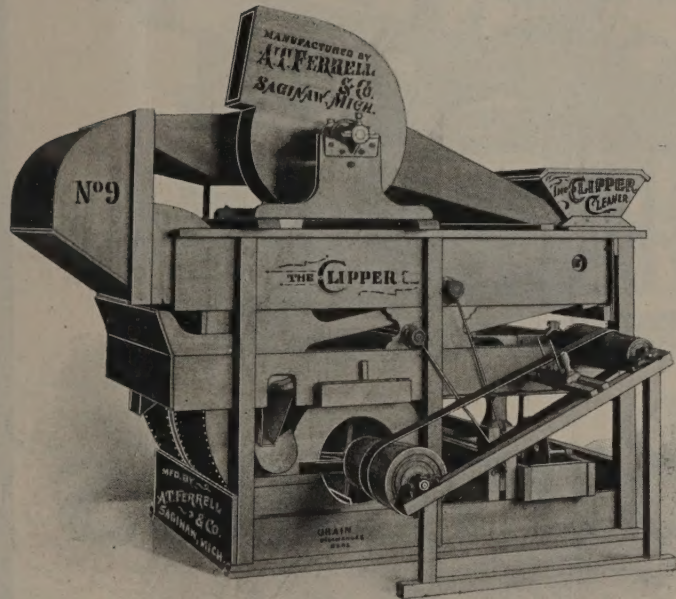
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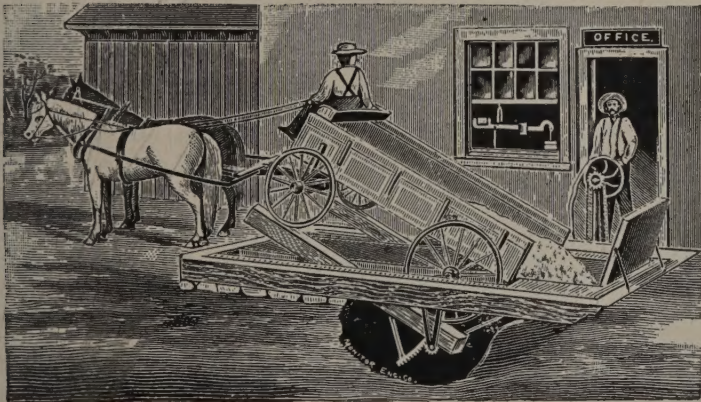
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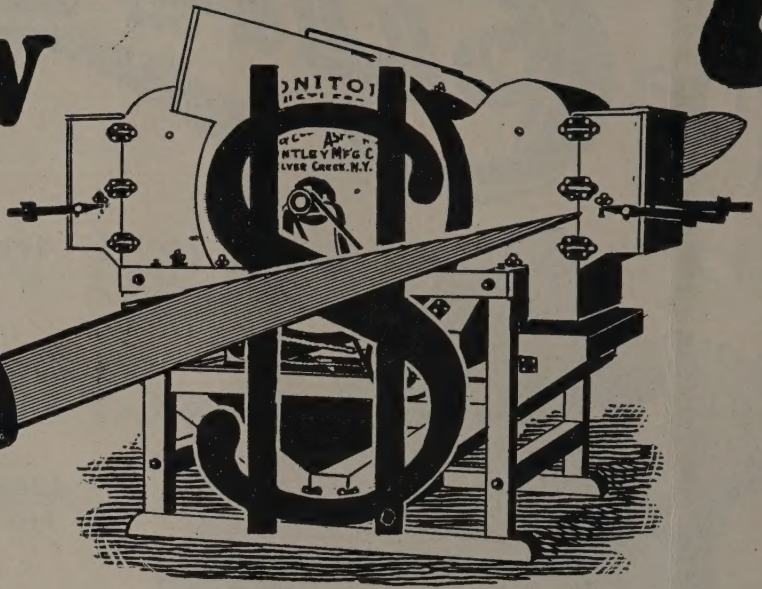
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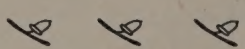
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